

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: April 27, 2005 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM
State Administrative Board Meeting: May 3, 2005 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A” (Transfer to Governmental Agency for Transportation Use)
Tract 704, Control Section 63082, Parcel C-1000, Part A

The subject tract is located in the city of Southfield, Oakland County, Michigan, and contains approximately 1.18 acres. Before the appraisal of the subject tract was completed, the City of Southfield indicated that this property was needed for a local road. The appraisal process was terminated since the transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The City of Southfield, a public body corporate, submitted an Application to Purchase and Agreement of Sale. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

\$1

Purpose/Business Case: The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of governments.

Benefit: MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property used for transportation purpose is transferred to state agencies and local units of governments at no cost with a permanent reverter.

Risk Assessment: If excess property is not used for transportation purposes, we would not be supporting the development of transportation infrastructure.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48037.

2. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0809) between MDOT and Mid-Michigan Railroad, dated July 5, 1994, will provide for improvements under job number 80044 to a crossing of Mid-Michigan Railroad at M-21, city of Lowell, Kent County. The improvements include the modernization of flashers, signs, and circuitry and the reconstruction of the crossing surface.

Estimated Funds:

Federal Highway Administration Funds	<u>\$368,000</u>
Total Funds	<u>\$368,000</u>

STR 41043 – 80044

Railroad Force Account Work

Purpose/Business Case: To upgrade existing warning devices with new flashers, modernize signs and circuitry, and rebuild the existing crossing surface.

Benefit: Increased safety by upgrading the warning devices and smoothing the crossing surface at a grade crossing.

Funding Source: Federal Highway Administration Funds.

Commitment Level: 100% federal; based on railroad estimate.

Risk Assessment: If the warning devices are not upgraded and the crossing surface is not reconstructed, there will be a higher probability of vehicle-train accidents and a higher probability of vehicles losing control.

Cost Reduction: Improvements are on railroad property, and Mid-Michigan Railroad is performing the work. Estimates are reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Improvements to an existing railroad crossing.

Zip Code: 49331.

3. *HIGHWAYS – IDS Maximum Amount Increase

Amendatory Contract (2002-0172/A1) between MDOT and Robert W. Hunt Company will increase the maximum amount of the indefinite delivery of services (IDS) contract by \$500,000. MDOT should have processed the original contract for required quality assurance inspection with a \$1,000,000 maximum amount in order to fully make use of the consultant's resources and the contract's five-year term. The original contract provides for services including, but not limited to, steel and concrete bridge fabrication inspection and miscellaneous testing, nondestructive testing, miscellaneous structure and sign structure fabrication inspection, corresponding field inspection, and technical consultation relating to the work. The contract term remains unchanged, January 1, 2002, through December 31, 2006. The revised maximum contract amount will be \$1,000,000. Source of Funds: Federal, state, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for services including, but not limited to, steel and concrete bridge fabrication inspection and miscellaneous testing, non-destructive testing, miscellaneous structure and sign structure fabrication inspection, corresponding field inspection, and technical consulting related to the work.

Benefit: Will provide for continued MDOT quality assurance inspection in accordance with standard specifications and Federal Highway Administration Title 23, Code of Regulations, Section 637, Part 637, "Construction Inspection for Construction," which requires quality assurance inspection during the construction phase of projects for the receipt of funding for highway projects.

Funding Source: Federal, state, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without quality assurance provided by the consultant, project federal funding will be jeopardized.

* Denotes a non-standard contract/amendment

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 60148.

4. HIGHWAYS – IDS Research Services

Authorization Revision (Z2/R1) under Contract (2002-0546) between MDOT and Wayne State University will retroactively extend the authorization term by approximately two months to provide sufficient time for the university to complete the research services. The research advisory panel, including Region personnel, determined that additional time is needed to complete a task for bridge condition assessment. The original authorization, which expired on April 23, 2005, provided for research services to be performed for Phase I of the Condition Assessment and Methods of Abatement of Prestressed Concrete Box-Beam Deterioration project for a study of current conditions and potential repair techniques for deteriorating adjacent box beam bridges in Michigan. The revised authorization term will be October 23, 2003, through June 18, 2005. The authorization amount remains unchanged at \$125,890. The contract term is September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide sufficient time for the university to complete the research services. The research advisory panel, including Region personnel, determined that additional time is needed to complete a task for bridge condition assessment.

Benefit: The additional time will ensure development of a quality product that will be implemented statewide. Early detection of adjacent prestressed concrete box beam deterioration incorporating recommended practices for rehabilitation can lead to cost effective repairs and increased safety for travelers.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this time extension is not approved, we will not have a complete study or the best possible product. The completed study will identify some in-service deteriorated adjacent prestressed concrete box beams, will predict any reduction in live load capacity, and will provide guidelines for rehabilitation. The guidelines will be immediately applicable and will become even more relevant in the future, as the prestressed concrete box beam population will continue to age and deteriorate, and early detection and prevention will provide longer service life.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

5. HIGHWAYS – IDS Design Consultant Services

Authorization Revision (Z3/R1) under Contract (2002-0686) between MDOT and HH Engineering, Ltd., will provide for additional design services to be performed for two bridge structures along the I-75 corridor (S05 of 82252 and S03 of 82251) in the city of Detroit, Wayne County (CSs 82251 and 82252 – JN 59297C) and will increase the authorization amount by \$30,600. The work items will include approach work and maintaining traffic for bridge reconstruction. The original authorization provides for the design of structures over I-75 in the city of Detroit, Wayne County, to include approach work, drainage modifications, and guardrail replacement and upgrades. The authorization term remains unchanged, May 9, 2003, through September 20, 2005. The revised authorization amount will be \$205,450.01. The contract term is September 20, 2002, through September 20, 2005. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Funds.

Purpose/Business Case: To provide for additional design services for two bridge structures along the I-75 corridor (S05 of 82252 and S03 of 82251) in the city of Detroit, Wayne County (CSs 82251 and 82252 – JN 59297C) and will increase the authorization amount by \$30,600. The work items will include approach work and maintaining traffic for bridge reconstruction.

Benefit: An increased bridge structure life.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to approve this authorization could result in decreased motorist safety and loss of federal funding for this project.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original contract.

Zip Code: 48226.

6. HIGHWAYS – IDS Design Consultant Services

Authorization Revision (Z12/R2) under Contract (2003-0191) between MDOT and Alfred Benesch & Company will provide for the performance of additional design services during construction and will increase the authorization amount by \$82,592.12. The additional services will include additional traffic signal work, additional lighting, the upgrading of all signs to the new federal standard of Clearview font, and the reconstruction of the landmark tied-arch bridges near the Detroit Metro Airport. The original authorization provides for the design of the reconstruction of I-94 at US-24 in Detroit, Wayne County (CS 82022 – JN 45686A). The authorization term remains unchanged, March 23, 2004, through April 10, 2006. The revised authorization amount will be \$139,171.93. The contract term is April 10, 2003, through April 10, 2006. Source of Funds: 90% Federal Highway Administration Funds, 8.95% State Restricted Trunkline Funds, and 1.05% City of Detroit Funds.

Purpose/Business Case: To provide for the performance of additional design services during construction and increase the authorization amount by \$82,592.12. The additional services will include additional traffic signal work, additional lighting, the upgrading of all signs to the new federal standard of Clearview font, and the reconstruction of the landmark tied-arch bridges near the Detroit Metro Airport.

Benefit: Will provide for the maintenance of mobility on I-94 and US-24 in Detroit to better serve the needs of motorists between the Detroit Metropolitan Airport and the downtown Detroit area and will provide for compliance with a Federal Highway Administration-required font change for all highway signs.

Funding Source: 90% Federal Highway Administration Funds, 8.95% State Restricted Trunkline Funds, and 1.05% City of Detroit Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

* Denotes a non-standard contract/amendment

Risk Assessment: Delay of this amendment will delay the construction project at I-94/US-24 and possibly increase compensation to the construction contractors for the delay. The risk of not approving this revision is that MDOT will not be able to have the design adjusted to meet current changes, including the font change required by the Federal Highway Administration.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for the original authorization.

New Project Identification: This is not a new project.

Zip Code: 48180.

7. HIGHWAYS - IDS Time Extension

Amendatory Contract (2003-0207/A1) between MDOT and Orchard, Hiltz & McCliment, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z5), for which extra time is needed to allow for completion of additional design work. (See following item.) The original contract provides for design engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be April 8, 2003, through April 8, 2007. The maximum dollar amount of the contract remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: This time extension will allow for various engineering services for on-going projects authorized under this IDS contract to be considered for time extension when conditions warrant. Authorizations in need of time extension will be individually approved by the State Administrative Board. No new authorizations will be issued under this contract.

Benefit: Will allow authorizations written under this IDS contract to be extended, pending State Administrative Board approval, as needed.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving this time extension is that the consultant will not be able to complete work on any projects authorized separately under this IDS contract that may be in need of additional time. Rushing projects through the design engineering completion process, for example, could result in reduced quality and an incomplete product due to the limited time remaining.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment and for original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

8. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z5/R1) under Contract (2003-0207) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for additional services due to the MDOT change of font to Clearview for the freeway signing upgrade work, will increase the authorization amount by \$57,122.53, and will extend the authorization term by one year. The original authorization provides for freeway signing upgrades on M-10 from M-102 to I-375 in Wayne County (CS 82112 - JN 76356C). The revised authorization term will be October 16, 2003, through April 8, 2007. The revised authorization amount will be \$536,156.24. The revised contract term (see previous item) will be April 8, 2003, through April 8, 2007. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: This authorization revision will provide for additional design services due to the MDOT change of font to Clearview for the freeway signing upgrade work, will increase the authorization amount by \$57,122.53, and will extend the authorization term by one year.

Benefit: To comply with a recent font change for all highway signage projects made by the Federal Highways Administration.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving this revision is that MDOT will not be able to comply with the font change required by the Federal Highway Administration.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for the original authorization.

New Project Identification: This is not a new project.

Zip Code: 48180.

9. HIGHWAYS – IDS Intelligent Transportation System Services

Authorization Revision (Z2/R1) under Contract (2003-0291) between MDOT and HNTB Michigan, Inc., will provide for additional support services to ensure that request for bid documents are completed for the maintenance and upgrade of MDOT's Intelligent Transportation System (ITS) field devices and will increase the authorization amount by \$48,409. Additional support services will also be provided for the analysis of the costs of the ITS maintenance and upgrade program in all counties of Metro Region. The original authorization provides for the development of a cost proposal, work plan, and schedule for the support of the maintenance and upgrade of ITS field devices and for analysis of the costs of the ITS maintenance and upgrade program in all counties of Metro Region (CS 84900 – JN 55006). The authorization term remains unchanged, September 16, 2003, through May 9, 2006. The revised authorization amount will be \$172,325. The contract term is May 9, 2003, through May 9, 2006. Source of Funds: 80% Federal Highway Administration and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This revision will provide for additional support services to ensure that request for bid documents are completed for the maintenance and upgrade of MDOT's ITS field devices and will increase the authorization amount by \$48,409. Additional support services will also be provided for the analysis of the costs of the ITS maintenance and upgrade program in all counties of Metro Region. The work will include identifying field maintenance requirements and developing field maintenance construction bid documents, cost estimates, ITS maintenance program special provisions/specifications, and maintenance facility design parameters.

Benefit: Will provide for a procurement for ITS maintenance that is timely, reaches the largest possible pool of qualified bidders, and results in a contract that offers the best value to MDOT for the necessary services.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not completing this service is a potential lapse in operations services due to delayed procurements for ITS maintenance

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48226

10. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z30) under Contract (2003-0291) between MDOT and HNTB Michigan, Inc., will provide for full construction engineering services to be performed for M-15 over I-75 in Independence Township, Oakland County (CSs 63071 and 63172 - JN 51497A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation and documentation of quantities, reporting and record keeping, and finaling all project documentation. The authorization will be in effect from the date of award through May 9, 2006. The authorization amount will be \$256,214.25. The contract term is May 9, 2003, through May 9, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for full construction engineering services to be performed for M-15 over I-75 in Independence Township, Oakland County. The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation and documentation of quantities, reporting and record keeping, and finaling all project documentation.

Benefit: Adequate project administration and inspection and testing, as required by federal law, which will result in a high quality product and ensure that all parts of construction are up to current MDOT standards.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not authorizing these services is that the construction project will not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work and a subsequent loss of federal funding for construction due to lack of required oversight. Additionally, not authorizing these services now may also result in the loss of federal funding for this entire project.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48346.

11. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z32) under Contract (2003-0291) between MDOT and HNTB Michigan, Inc., will provide for full construction engineering services to be performed for a non-motorized, hot mix asphalt bike path along M-15 over I-75 in Independence Township, Oakland County (CSs 63071 and 63172 - JN 79789A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation and documentation of quantities, reporting and record keeping, and finaling all project documentation. The authorization will be in effect from the date of award through May 9, 2006. The authorization amount will be \$122,605.75. The contract term is May 9, 2003, through May 9, 2006. Source of Funds: 80% Federal Highway Administration Funds, 1.14% State Restricted Trunkline Funds, and 18.86% Independence Township Funds.

Purpose/Business Case: To provide for full construction engineering services to be performed for a non-motorized, hot mix asphalt bike path along M-15 over I-75 in Independence Township, Oakland County. The project includes one-quarter mile approaches on each side of the bridge. The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation and documentation of quantities, reporting and record keeping, and finaling all project documentation.

Benefit: Adequate project administration and inspection and testing, as required by federal law, which will result in a high quality product and ensure that all parts of construction are up to current MDOT standards.

Funding Source: 80% Federal Highway Administration Funds, 1.14% State Restricted Trunkline Funds, and 18.86% Independence Township Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not authorizing these services is that the construction project will not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work and a subsequent loss of federal funding for construction due to lack of required oversight. Additionally, not authorizing these services now may also result in the loss of federal funding for this entire project.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48346.

12. HIGHWAYS - IDS Design Consultant Services

Authorization (Z3) under Contract (2003-0712) between MDOT and Wilbur Smith Associates, Inc., Michigan, will provide for design services to be performed for the development of a Transit Signal Priority (TSP) System on bus performance and traffic operations on Woodward Avenue (M-1) from Adams Road to Twelve Mile Road in the city of Detroit, Wayne County (CS 82131 - JN 58097). The work items include a state of the practice review, assessment of capability, development of operational parameters, development of evaluation methodology, building of models and timing, evaluation and comparative scenarios, and the development of recommended best uses for TSP systems. This authorization will be in effect from the date of award through December 2, 2006. The authorization amount will be \$447,480.52. The contract term is December 2, 2003, through December 2, 2006. Source of Funds: 50% Federal Highway Administration Funds and 50% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for the development of a TSP System on bus performance and traffic operations on Woodward Avenue (M-1) from Adams Road to Twelve Mile Road within the city of Detroit, Wayne County (CS 82131 - JN 58097). The work items include a state of the practice review, assessment of capability, development of operational parameters, development of evaluation methodology, building of models and timing, evaluation and comparative scenarios, and the development of recommended best uses for TSP systems.

Benefit: The population of the Wayne County suburbs has burgeoned, pushing the boundary of the urban area farther from its core. These suburbs demonstrate the highest percentage of single occupant vehicles in the entire country, thus creating significant traffic congestion problems and an opportunity for improvement. This project will provide for the optimal use of Woodward Avenue in bringing operational efficiency to the movement of people on I-75 and the Lodge Freeway. This project will provide motorists an opportunity to reduce their commuter delays while maintaining a quality program. The project will enhance public transit systems in the corridor and take steps to encourage greater use of public transit for the motorists benefit.

Funding Source: 50% Federal Highway Administration Funds and 50% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The lack of a TSP study would eliminate an opportunity to improve the traffic flow and congestion on multiple corridors.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new study.

Zip Code: 48075.

13. HIGHWAYS - IDS Construction Engineering Services
Authorization (Z10) under Contract (2004-0116) between MDOT and Soils and Materials Engineers, Inc., will provide for construction inspection and testing services for thirteen counties in the Bay Region area to be performed on an as needed/when needed basis. This authorization will be in effect from the date of award through February 26, 2007. The authorization amount will be \$330,294.99. The contract term is February 26, 2004, through February 26, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To have Soils and Materials Engineers, Inc., provide hot mix asphalt (HMA) quality assurance testing and inspection services to the Bay Region for the 2005 construction season.

Benefit: HMA testing is required on a majority of federal- and state-funded construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to test the HMA could result in the withholding or withdrawal of federal highway funds.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48601.

14. HIGHWAYS - IDS Construction Engineering Services
Authorization (Z4) under Contract (2004-0166) between MDOT and Professional Service Industries, Inc., will provide for construction inspection and testing services for thirteen counties in the Bay Region area to be performed on an as needed/when needed basis. This authorization will be in effect from the date of award through April 7, 2007. The authorization amount will be \$235,597.50. The contract term is April 7, 2004, through April 7, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To have Professional Service Industries, Inc., provide hot mix asphalt (HMA) quality assurance testing and inspection services to the Bay Region for the 2005 construction season.

Benefit: HMA testing is required on a majority of federal and state funded construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to test the HMA could result in the withholding or withdrawal of federal highway funds.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48601.

15. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z1/R1) under Contract (2004-0334) between MDOT and Fishbeck, Thompson, Carr & Huber will provide for additional as-needed inspection and testing services to be performed on various bridge capital preventive maintenance projects in the Grand Rapids Transportation Service Center (TSC) service area, Kent County, and will increase the authorization amount by \$153,150.42 (CS various - JN various). The original authorization provides for as-needed inspection and testing services to be performed on various projects within the area of the Grand Rapids TSC. The authorization term remains unchanged, August 4, 2004, through July 14, 2007. The revised authorization amount will be \$196,785.67. The contract term is July 14, 2004, through July 14, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for additional as-needed inspection and testing services to be performed on various bridge capital preventive maintenance projects in the Grand Rapids TSC service area, Kent County.

Benefit: Adequate inspection and testing, as required by federal law, on the existing freeway, which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current MDOT standards.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving the additional as-needed construction inspection and testing services is that the Grand Rapids TSC will not have adequate inspection and testing on current projects, which could result in substandard work and possible loss of federal funding.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49504.

16. HIGHWAYS – IDS Design Consultant Services

Authorization Revision (Z8/R1) under Contract (2004-0435) between MDOT and Great Lakes Engineering Group, LLC, will provide for additional preliminary construction engineering services to be performed on I-75 in Berlin, Erie, Frenchtown, LaSalle, and Monroe Townships and the city of Monroe, Monroe County (CS 58151 – JN 76133A), and will increase the authorization amount by \$99,987.79. The additional services include survey layout, inspection of traffic control setup, and facilitation of abatement training. The original authorization provides for preliminary construction engineering services, including pavement patching, diamond grinding, and bridge repairs on southbound and northbound I-75 from the Ohio state line to Ready Road, Monroe County. The authorization term remains unchanged, March 7, 2005, through August 19, 2007. The revised authorization amount will be \$144,528.02. The contract term is August 19, 2004, through August 19, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional preliminary construction engineering services to be performed on I-75 in Berlin, Erie, Frenchtown, LaSalle, and Monroe Townships and the city of Monroe, Monroe County (CS 58151 – JN 76133A), and to increase the authorization amount by \$99,987.79. The additional services include survey layout, inspection of traffic control setup, and facilitation of abatement training.

Benefit: Will ensure that the project is built to MDOT and federal standards and that the safety of travelers is protected at all times. Preliminary work will ensure that work zones are set up safely and correctly, in compliance with MDOT standards.

* Denotes a non-standard contract/amendment

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, major construction problems could occur, which could result in substantial cost overruns, possible schedule delays, and compromised public safety.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48161.

17. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z1) under Contract (2004-0766) between MDOT and STS Consultants, Ltd., will provide for inspection and testing services to be performed for the reconstruction of US-45 and M-38 in Ontonagon County. The authorization will be in effect from the date of award through October 21, 2007. The authorization amount will be \$151,636.76. The contract term is October 21, 2004, through October 21, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for inspection and testing services for the reconstruction of US-45 and M-38 in Ontonagon County. These services will support the delivery of the Superior Region's capital outlay program in a timely manner.

Benefit: Adequate project inspection and testing, as required by federal law, which will result in a high quality product and ensure that the construction projects are built as designed and are up to current MDOT and federal standards.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not authorizing this service is that the construction projects will not have adequate inspection and testing, resulting in possible substandard work and subsequent loss of federal funding. Additionally, not authorizing these services now may also result in the loss of federal funding for entire projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49920.

18. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z1) under Contract (2005-0072) between MDOT and HNTB Michigan, Inc., will provide for construction engineering services to be performed for cold milling, hot mix asphalt (HMA) resurfacing, curb and gutter and storm sewer construction, and lighting and landscaping improvements on M-50 from Tecumseh to Sunset Road in the city of Tecumseh, Lenawee County (CS 46082 - JN 73828A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation, reporting, and finaling. The authorization will be in effect from the date of award through February 16, 2008. The authorization amount will be \$180,670. The contract term is February 16, 2005, through February 16, 2008. Source of Funds: 60% Federal Highway Administration Funds and 40% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for construction engineering services to be performed for cold milling, HMA resurfacing, curb and gutter and storm sewer construction, and lighting and landscaping improvements on M-50 from Tecumseh to Sunset Road in the city of Tecumseh, Lenawee County (CS 46082 - JN 73828A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation, reporting, and finaling.

Benefit: Adequate project administration and inspection and testing, as required by federal law. This authorization will also provide for a higher quality product and ensure that all parts of construction are up to federal and MDOT standards.

Funding Source: 60% Federal Highway Administration Funds and 40% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to properly oversee the construction could result in substandard work and loss of federal funds. A safer road will be provided to the motoring public with the improvements.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49286.

19. HIGHWAYS - IDS Engineering Services

Contract (2005-0218) between MDOT and Rowe, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

20. *HIGHWAYS - IDS Consultant Services

Contract (2005-0220) between MDOT and Altarum Institute will provide for a study of the applications of restricted use technology for the transportation sector to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through eighteen months. The maximum contract amount will be \$2,500,045. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: 50% Federal Highway Administration Funds and 50% State Restricted Trunkline Funds.

21. HIGHWAYS - Construction of Chemical Storage Facility

Contract (2005-0222) between MDOT and the Mecosta County Road Commission will provide for the construction of a chemical storage facility in the city of Big Rapids, Mecosta County. The contract will be in effect from the date of award through two years. The contract amount will be \$425,000. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the construction of a chemical storage facility in Keweenaw County. The chemical storage building will be a concrete wall bulk facility with a capacity of approximately 2,500 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

Benefit: Will provide for the most cost-effective and efficient way of delivering winter operation activities to the area.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Mecosta County. Failure to award this contract and construct the facility would result in lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

Selection: N/A.

* Denotes a non-standard contract/amendment

New Project Identification: Construction of a new chemical storage facility.
Zip Code: 49307.

22. HIGHWAYS - IDS Engineering Services

Contract (2005-0223) between MDOT and Moore & Bruggink, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

23. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5011) between MDOT and the Village of Elberta will provide for participation in the construction under contract by the Village of the following Transportation Enhancement improvements:

Renovation work for the interior of the historic United States Lifesaving Station located within the Elberta Historic Waterfront Park.

Estimated Funds:

Federal Highway Administration Funds	\$200,000
Village of Elberta Funds	<u>\$ 50,000</u>
Total Funds	<u>\$250,000</u>

STE 10021 – 54919; Benzie County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Historic preservation.

Funding Source: Federal Transportation Enhancement Activities Funds and Village of Elberta Funds.

Commitment Level: 80% federal up to \$200,000 and the balance by Village of Elberta; based on estimate.

Risk Assessment: Contract required in order for Village to receive these federal funds.

Cost Reduction: Low bid.

Selection: N/A; low bid for subcontract.

New Project Identification: Historic preservation of existing building.

Zip Code: 49628.

24. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5075) between MDOT and the Roscommon County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds:

Hot mix asphalt surfacing, shoulder, and cross culvert work along Old Highway M-76 (St. Helen Road North) from Wyckoff Drive to approximately 950 feet southeast of Hudson Creek.

Estimated Funds:

Federal Highway Administration Funds being used in lieu of State Restricted Economic Development Funds	\$158,000
State Restricted Economic Development Funds	\$135,900
Roscommon County Road Commission Funds	<u>\$ 73,500</u>
Total Funds	<u>\$367,400</u>

EDDF 72555 - 77599

Letting of 5/6/2005

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: Federal Minimum Guarantee Funds, State Transportation Economic Development Funds, and Roscommon County Road Commission Funds.

Commitment Level: 43% federal, 37% state, 20% Roscommon County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: N/A; low bid for subcontract.

New Project Identification: Improvement of existing roadway.

Zip Code: 48656.

25. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5078) between MDOT and the Mackinac County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds:

PART A

Hot mix asphalt paving work along Hiawatha Trail from Caffey Corner westerly to the Hendricks/Hudson Township line.

PART B

Resurfacing work along Hiawatha Trail from approximately 1.5 miles north of Highway US-2 northerly 1.7 miles.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds being used in lieu of State Restricted Economic Development Funds	\$151,800	\$ 81,200	\$233,000
Federal Highway Administration Funds	\$ 50,600	\$ 27,100	\$ 77,700
State Restricted Economic Development Funds	\$ 50,600	\$ 27,100	\$ 77,700
Mackinac County Road Commission Funds	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Funds	<u>\$253,000</u>	<u>\$135,400</u>	<u>\$388,400</u>

EDDF 49555 – 77528; 78866

Letting of 5/6/2005

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: Federal Minimum Guarantee Funds, Federal Surface Transportation Program Funds, and State Transportation Economic Development Funds.

Commitment Level: 80% federal, 20% state; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: N/A; low bid for subcontract.

New Project Identification: Improvement of existing roadway.

Zip Code: 49762.

26. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5091) between MDOT and the Washtenaw County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Reconstruction work at the intersection of Ann Arbor-Saline Road and Pleasant Lake Road.

Transportation Economic Development Category A projects require a minimum 20 percent local match. The local match on this project is estimated to be \$255,700, which is met in part by the \$19,400 shown below. The remaining match will be met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering. This contract is for the construction portion only of this Transportation Economic Development project.

Estimated Funds:

State Restricted Economic Development Funds	\$255,600
Washtenaw County Road Commission Funds	<u>\$ 19,400</u>
Total Funds	<u>\$275,000</u>

EDA 81522 - 46128

Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and Washtenaw County Road Commission Funds.

Commitment Level: 93% state up to \$255,600 and the balance by Washtenaw County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: N/A; low bid for subcontract.

New Project Identification: Improvement of existing roadways.

Zip Code: 48103.

27. HIGHWAYS - Cost Participation for Local Agency Right-of-Way Acquisition
Contract (2005-5109) between MDOT and the City of Troy will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category C Funds:

Acquisition of right-of-way for the concrete reconstruction and widening from two lanes to five lanes work along John R Road from Long Lake Road to Square Lake Road.

Estimated Funds:

Federal Highway Administration Funds being used	
in lieu of State Restricted Economic Development Funds	\$400,000
City of Troy Funds	<u>\$100,000</u>
Total Funds	<u>\$500,000</u>

EDCF 63544 – 56246; Oakland County
Right-of-Way Acquisition

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: Federal Minimum Guarantee Funds and City of Troy Funds.

Commitment Level: 80% federal, 20% City of Troy; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Estimate review to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: New land acquisition.

Zip Code: 48085.

28. HIGHWAYS - Cost Participation for Local Agency Right-of-Way Acquisition
Contract (2005-5110) between MDOT and the City of Troy will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category C Funds:

Acquisition of right-of-way for the concrete reconstruction and widening from two lanes to five lanes work along John R Road from Square Lake Road to South Boulevard.

Estimated Funds:

Federal Highway Administration Funds being used	
in lieu of State Restricted Economic Development Funds	\$ 800,000
City of Troy Funds	<u>\$ 200,000</u>
Total Funds	<u>\$1,000,000</u>

EDCF 63544 – 56247; Oakland County
Right-of-Way Acquisition

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: Federal Minimum Guarantee Funds and City of Troy Funds.

Commitment Level: 80% federal, 20% City of Troy; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: New land acquisition.

Zip Code: 48085.

29. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5116) between MDOT and the Berrien County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds:

PART A

Resurfacing work along LaPorte Road from Highway I-94 to the south city limits of New Buffalo, including trench widening, sewer installation, and curb and gutter work.

PART B

Watermain work along LaPorte Road from Highway I-94 to the south city limits of New Buffalo.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$321,700	\$ 0	\$321,700
State Restricted Economic Development Funds	\$ 62,400	\$ 0	\$ 62,400
Berrien County Road Commission Funds	\$ 96,000	\$11,800	\$107,800
Total Funds	<u>\$480,100</u>	<u>\$11,800</u>	<u>\$491,900</u>

EDDF 11555 - 73392

Letting of 5/6/2005

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: Federal Surface Transportation Program Funds, State Transportation Economic Development Funds, and Berrien County Road Commission Funds.

Commitment Level: 67% federal, 13% state, 20% Berrien County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: N/A; low bid for subcontract.

New Project Identification: Improvement of existing roadway.

Zip Code: 49117.

30. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2005-5119) between MDOT and the Gogebic County Road Commission will provide for participation in the following improvements:

Hot mix asphalt paving work along Black River Road from approximately 3.4 miles north of Airport Road northerly one mile, including base crushing and shaping, shoulder, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds	\$72,500
Gogebic County Road Commission Funds	<u>\$18,100</u>
Total Funds	<u>\$90,600</u>

STL 27027 - 73572
Local Force Account

Purpose/Business Case: To preserve and extend the life of the roadway.

Benefit: Will improve and extend the life of the roadway.

Funding Source: Federal Surface Transportation Program Funds and Gogebic County Road Commission Funds.

Commitment Level: 80% federal, 20% Gogebic County Road Commission.

Risk Assessment: Contract required in order for County to receive these federal funds.

Cost Reduction: Local agency to perform work with own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49911.

31. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2005-5127) between MDOT and the Mackinac County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds:

Aggregate surface course improvement work along Sandtown Road from approximately 5.59 miles east of Manistique Lakes Road (H-33) easterly one mile, including subgrade correction, subgrade strengthening, and drainage correction work.

Estimated Funds:

Federal Highway Administration Funds being used in lieu of State Restricted Economic Development Funds	\$54,500
Federal Highway Administration Funds	\$18,100
State Restricted Economic Development Funds	\$18,100
Mackinac County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$90,700</u>

EDDF 49555 - 78863
Local Force Account

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: Federal Minimum Guarantee Funds, Federal Surface Transportation Program Funds, and State Transportation Economic Development Funds.

Commitment Level: 80% federal, 20% state.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Local agency to perform work with own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49838.

32. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5158) between MDOT and the Ionia County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Reconstruction work along Portland Road from Jordan Lake Road to South State Road (Highway M-66).

Estimated Funds:

State Restricted Economic Development Funds	\$380,000
Ionia County Road Commission Funds	<u>\$172,000</u>
Total Funds	<u>\$552,000</u>

EDA 34522 - 83614

Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and Ionia County Road Commission Funds.

Commitment Level: 79% state up to \$380,000 and the balance by Ionia County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: N/A; low bid for subcontract.

New Project Identification: Improvement of existing roadway.

Zip Code: 48846.

33. INTERNATIONAL BRIDGE ADMINISTRATION – IDS Time Extension

Amendatory Contract (2002-0301/A1) between the International Bridge Administration and Parsons Transportation Group, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects, including a wind tongue analysis and repair work, annual bridge and fracture critical inspections, and a security system platform design review. The original contract provides for construction engineering services to be performed on an as needed/when needed basis. The revised contract term will be May 14, 2002, through May 13, 2006. The maximum dollar amount of the contract remains unchanged at \$400,000. Source of Funds: Federal Homeland Security Funds or International Bridge Administration Toll Revenue Funds, depending on the particular project authorized.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To allow for various engineering services for on-going projects authorized under this IDS contract to be considered for time extension when conditions warrant. Authorizations in need of time extension will be individually approved by the State Administrative Board.

Benefit: Will allow authorizations written under this IDS contract can be extended, pending State Administrative Board approval.

Funding Source: Federal Homeland Security Funds or International Bridge Administration Toll Revenue Funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform work has been estimated.

Risk Assessment: The risk of not approving this time extension is that the consultant will not be able to complete work on any projects authorized separately under this IDS contract that may be in need of additional time, thus delaying critical security system installation and bridge condition inspections.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49783.

34. ***MACKINAC BRIDGE AUTHORITY – IDS Time Extension, Amount Increase**

Retroactive Amendatory Contract (2002-0290/A1) between the Mackinac Bridge Authority (MBA) and Parsons Transportation Group, Inc., will extend the indefinite delivery of services (IDS) contract term for four months to provide sufficient time for the consultant to complete an ongoing project, which would increase the contract maximum amount by \$284,000. The corresponding services include inspection of the Mackinac Bridge's cable system, performance of an engineering review of the containment system proposed by the current painting contractor (for project M00199), and performance of a fracture critical member inspection for the bridge, which services have been completed, and the design of details for the repair of a damaged floor beam system, which service has not yet been completed. Although the IDS contract is still active, the amendment is retroactive because the MBA directed the consultant to perform services whose associated costs extended beyond the maximum dollar amount of the IDS contract without first seeking approval of the additional costs. The original contract provides for construction engineering services to be performed on an as needed/when needed basis. The revised contract term will be May 14, 2002, through September 13, 2005. The revised maximum contract amount will be \$684,000. Source of Funds: 100% Mackinac Bridge Authority Toll Funds.

Purpose/Business Case: This amendment will extend the indefinite delivery of services (IDS) contract term by four months to provide sufficient time for the consultant to complete an ongoing project for which the additional time is needed and will increase the contract maximum amount by \$284,000. The corresponding services included inspection of the Mackinac Bridge's cable system, performance of an engineering review of the containment system proposed by the current painting contractor (for project M00199), and performance of a fracture critical member inspection for the bridge, which services have been completed, and the design of details for the repair of a damaged floor beam system, which service has not yet been completed. The original contract provides for construction engineering services to be performed on an as needed/when needed basis.

Benefit: The amendment will allow authorizations issued under the IDS contract to be extended, pending State Administrative Board approval, and will allow the consultant to be reimbursed for three completed projects and one ongoing project performed at the direction of the MBA.

Funding Source: 100% Mackinac Bridge Authority Toll Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the amendment is not approved, the consultant will not be able to complete work on an ongoing project or to be reimbursed for three completed projects and one ongoing project performed at the direction of the MBA.

* Denotes a non-standard contract/amendment

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for the original contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

35. MULTI-MODAL – Railroad Force Account Work

Authorization (39007-83747) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad, Inc. (GTW), will provide funding for the realignment of the existing track facilities in order to effect the elimination of GTW's grade crossing of Mosel Avenue in Kalamazoo County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the Master Agreement and a local agency application submitted by the Kalamazoo County Road Commission and approved on May 26, 2004. The total cost of the project is estimated at \$152,199. Source of Funds: FY 2005 State Restricted Trunkline Funds - \$30,439.80; Federal Highway Administration Funds - \$121,759.20.

Purpose/Business Case: To provide for the realignment of track facilities in a manner that allows the elimination of the existing grade crossing of GTW with Mosel Avenue in Kalamazoo County, Michigan.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The track realignment was determined to be an appropriate and reasonable solution by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. FY 2005 State Restricted Trunkline Funds - \$30,439.80; Federal Highway Administration Funds - \$121,759.20.

Commitment Level: The contract cost is based on GTW's detailed estimate and will be paid on a force account basis.

Risk Assessment: The existing warning devices, consisting of passive crossbuck signs, are in place on a spur track that is used for random switching moves that temporarily stop on the crossing and block the entire roadway. This is a four-lane roadway with heavy school bus and hazardous material truck traffic and an average daily volume in excess of 12,000 vehicles per day. The realignment of the railroad track facilities will allow the existing crossing to be eliminated. This is a significant safety and mobility enhancement for the public.

Cost Reduction: The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance costs will be the responsibility of GTW.

Selection: N/A.

New Project Identification: This will allow for the elimination of an existing crossing.

Zip Code: 49007.

36. MULTI-MODAL – Railroad Force Account Work

Authorization (11068-83748) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc., (CSX), will provide funding for the supplement of the existing active warning devices with upgraded twelve-inch lenses and half-roadway gates at CSX's grade crossing of Hilltop Road in the city of St. Joseph, Berrien County, Michigan. This work, ordered as a result of a diagnostic study team review, will improve motorist safety at the location. The authorization will be issued under the provisions of the Master Agreement and a local agency application submitted by the Berrien County Road Commission and approved on May 25, 2004. The total cost of the project is estimated at \$164,173. Source of Funds: FY 2005 State Restricted Trunkline Funds - \$32,834.60; Federal Highway Administration Funds - \$131,338.40.

Purpose/Business Case: To provide for the installation of upgraded twelve-inch lenses and half-roadway gates at the grade crossing of CSX with Hilltop Road in the city of St. Joseph, Berrien County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of upgraded twelve-inch lenses and half-roadway gates was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. FY 2005 State Restricted Trunkline Funds - \$32,834.60; Federal Highway Administration Funds - \$131,338.40.

Commitment Level: The contract cost is based on CSX's detailed estimate and will be paid on a force account basis.

Risk Assessment: Despite the existence of side-of-street flashers and additional flashers on cantilever arms, a fatal crash occurred at the crossing in March 2004. The installation of upgraded twelve-inch lenses will provide better visual notification when a train is approaching and occupying the crossing, and half-roadway gates will provide a visual and physical barrier, both enhancing safety for motorists.

Cost Reduction: The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Berrien County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49085.

37. MULTI-MODAL - Time Extension

Amendatory Contract (2000-0450/A3) between MDOT and the Blue Water Area Transportation Commission (BWATC), which provides transit service in St. Clair County, will extend the contract term by eighteen months to allow sufficient time for BWATC to complete the purchase of buses. The extension is requested because BWATC currently does not have storage space for the new buses to be purchased through this grant. BWATC has also received federal and state funds for the construction of a new, larger transit facility. The facility project was delayed due to difficulties in locating a suitable parcel of land for the new facility. A site has now been acquired, and construction is expected to begin this spring. Once construction on the facility begins, the buses will be ordered. The original contract provides state matching funds for BWATC's FY 2000 Federal Section 5309 Capital Discretionary Program grant. The revised contract term will be January 18, 2001, through January 17, 2007. The contract amount remains unchanged at \$2,163,324. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,730,659; FY 2000 State Restricted Comprehensive Transportation Funds - \$432,665.

Purpose/Business Case: To provide for an eighteen-month time extension for the purchase of up to nine buses and the lease of one bus once construction on the new storage facility begins.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,730,659; FY 2000 State Restricted Comprehensive Transportation Funds - \$432,665.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a time extension of an existing project.

Zip Code: 48060.

38. MULTI-MODAL - Renewal and Time Extension

Project Authorization Renewal Revision (Z4/R1) under Master Agreement (2002-0007) between MDOT and the Ann Arbor Transportation Authority (AATA) will renew the authorization and extend the authorization term by approximately six months to allow sufficient time for AATA to complete the project. The extension is requested by AATA because the delivery of six mid-size buses purchased under this authorization is not expected until June 2005. Delivery of the six mid-size buses was delayed because the manufacturer could not obtain the chassis in time to meet the original deadline. The original authorization provided state matching funds for AATA's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be April 2, 2002, through April 1, 2005, and from date of award of this renewal/revision through September 30, 2005. No costs will be incurred during the time period from the expiration of the authorization through the award of this renewal/revision. The authorization amount remains unchanged at \$4,985,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$3,988,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$977,000; AATA Funds - \$20,000.

Purpose/Business Case: This revision will renew and extend the authorization by approximately six months to allow sufficient time for AATA to put six mid-size buses into service after they are delivered in June 2005.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,988,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$977,000; AATA Funds - \$20,000.

Commitment Level: Authorization revision amount is based on estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a time extension of an existing project.

Zip Code: 48104.

39. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z3/R1) under Master Agreement (2002-0020) between MDOT and the Blue Water Area Transportation Commission (BWATC), which provides transit service in St. Clair County, will extend the authorization term by eighteen months to allow sufficient time for BWATC to complete the purchase of buses. BWATC currently does not have storage space for the new buses to be purchased through this grant. BWATC has also received federal and state funds for the construction of a new, larger transit facility. The facility project was delayed due to difficulties in locating a suitable parcel of land for the new facility. A site has now been acquired, and construction is expected to begin this spring. Once construction on the facility begins, the buses will be ordered. The original authorization provides state matching funds for BWATC's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program and FY 2002 Federal Congestion Mitigation and Air Quality Improvement Program grants. The revised authorization term will be June 28, 2002, through December 27, 2006. The authorization amount remains unchanged at \$1,172,500. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$938,000; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$234,500.

Purpose/Business Case: To provide for an eighteen-month time extension to allow a storage facility to be built for the vehicles to be purchased.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$938,000; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$234,500.

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a time extension of an existing project.

Zip Code: 48060.

40. MULTI-MODAL - Section 5311 Capital Program

Project Authorization Revision (Z10/R1) under Master Agreement (2002-0036) between MDOT and the Eaton County Transportation Authority (ECTA) will provide for the addition of line items for the purchase of computers and support equipment, a phone system, an administrative vehicle, and office furniture. ECTA realized a substantial savings when the Vehicle Locator System, the only line item in the original authorization, cost much less than estimated. The money saved will be used to fund these previously requested but unfunded line items. The original authorization provides state matching funds for the ECTA's FY 2004 Section 5311 Nonurbanized Area Formula Capital Program grant. The authorization term remains unchanged, September 14, 2004, through September 13, 2007. The authorization amount remains unchanged at \$308,750. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$247,000; FY 2004 State Restricted Comprehensive Transportation (FTA) Funds - \$61,750.

Purpose/Business Case: To provide for the addition of line items for the purchase of computers and support equipment, a phone system, an administrative vehicle, and office furniture.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$247,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$61,750.

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a revision to an existing project.

Zip Code: 48813.

41. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z2/R3) under Master Agreement (2002-0055) between MDOT and City of Kalamazoo, which provides transit service in the city and county of Kalamazoo, will extend the authorization term by six months to allow sufficient time for the agency to complete the bus passenger shelter renovation project. The extension is requested to allow the shelter work to be performed during the warmer months after the earth has thawed, reducing the cost of installation. The project was delayed early in the program due to the elimination of key staff. The work was reinitiated in the fall of 2004 but could not be completed due to inclement weather and the costs associated with the work effort during the winter months. The original authorization provides state matching funds for the City's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised contract term will be April 25, 2002, through October 24, 2005. The authorization amount remains unchanged at \$1,397,251. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,117,800; FY 2002 State Restricted Comprehensive Transportation Funds - \$275,072; City of Kalamazoo Funds - \$4,379.

Purpose/Business Case: To provide for a six-month time extension to allow sufficient time for the agency to complete the bus passenger shelter renovation project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,117,800; FY 2002 State Restricted Comprehensive Transportation Funds - \$275,072; City of Kalamazoo Funds - \$4,379.

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a time extension of an existing project.

Zip Code: 49085-1392.

42. MULTI-MODAL - Intercity Bus Equipment Lease

Contract (2005-0146) between MDOT and Greyhound Lines, Inc., will provide for MDOT to contractually lease for \$1,000 per year per vehicle five intercity highway motorcoaches to Greyhound Lines, Inc. MDOT will purchase the coaches under a separate purchase order and lease them to Greyhound Lines for a minimum of six years or 450,000 miles, whichever comes first. Greyhound is requesting the motorcoaches to replace older motorcoaches that have reached the ends of their useful lives and to maintain its existing scheduled regular route round-trip service between Detroit, Muskegon, and Bay City, Michigan, and Chicago, Illinois, and between Grand Rapids, Michigan, and Chicago, Illinois, serving intermediate towns and cities. These motorcoaches will allow continuation of this service, prevent community isolation or further loss of service, and increase compliance with the Americans with Disabilities Act. The contract will be in effect from the date the vehicles are leased and accepted through six years or 450,000 miles, whichever comes first. This is a revenue contract. Greyhound Lines, Inc., will pay MDOT \$5,000 per year for the duration of the contract.

Purpose/Business Case: To provide for the lease of five intercity highway motorcoaches to Greyhound Lines, Inc., to maintain and preserve its existing daily scheduled regular route service from various locations in the Lower Peninsula, serving all intermediate urban and rural communities. The motorcoaches will replace older motorcoaches that have reached the ends of their useful lives.

Benefit: The new motorcoaches will improve the quality, safety, and reliability of intercity bus services for a large number of low-income travelers and will contribute to the continued stabilization of the Michigan intercity bus

* Denotes a non-standard contract/amendment

industry that has been in a state of flux since deregulation and on the decline for years. Intercity bus regular route service is not a profit-making segment of bus companies' services for the most part. At best, on high density routes, costs equal revenues. Buses provided by MDOT remove such overhead burdens as debt service, interest, and maintenance costs, and keep regular route operations at break even, or minimize any loss. The buses keep the state from providing operating assistance and in many instances generate improved frequency and service quality, attracting new passengers and increasing ridership and revenue.

Funding Source: Greyhound Lines, Inc., Funds - \$5,000 per year.

Commitment Level: Contract lease amount is based on MDOT guidelines.

Risk Assessment: The risks of not approving this contract are the possible abandonment of regular route services, schedule frequency reduction, and placing the state in the position of having to provide operating assistance support to keep the services in operation.

Cost Reduction: This contract provides for Greyhound Lines, Inc., to make lease payments (revenue) to MDOT.

Selection: N/A.

New Project Identification: Provides for the lease of new replacement motorcoaches.

Zip Code: 48909.

43. MULTI-MODAL – Intercity Bus Program

Purchase Order (591N5203908) between MDOT and ABC Bus, Inc., will provide for the purchase of five Van Hool lift-equipped intercity motorcoaches to be leased by Greyhound Lines, Inc., to replace six motorcoaches that have exceeded their useful lives under program guidelines. These motorcoaches will be leased to Greyhound for \$1,000 per year per vehicle for a maximum of six years or 450,000 miles, whichever comes first, under MDOT Contract (2005-0146). Greyhound is requesting the motorcoaches to maintain its existing daily scheduled regular route round-trip service between Detroit, Muskegon, and Bay City, Michigan, and Chicago, Illinois, and between Grand Rapids, Michigan, and Chicago, Illinois, serving intermediate towns and cities. These motorcoaches will allow continuation of this service, prevent community isolation or further loss of service, and increase compliance with the Americans with Disabilities Act. The purchase amount of these motorcoaches is \$1,914,575; however, ABC Bus is allowing the trade-in of six 1999-2000 motorcoaches (that have exceeded their useful lives), thereby reducing the purchase amount by \$914,476. The net purchase amount will be \$1,000,099. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$1, 000,099.

MDOT's authority to purchase intercity buses is provided under the State Transportation Preservation Act of 1976, Act 295 of 1976, excerpted below:

“474.64 Acquisition of intercity bus and ferry equipment and facilities. Sec.14. The department may purchase intercity bus equipment and related station and servicing facilities, as well as ferry equipment, dock, port, and water equipment servicing facilities. The department may acquire equipment and facilities to be utilized by intercity bus and ferry operations, under terms and conditions determined by the department.”

Purpose/Business Case: To provide for the purchase of five Van Hool lift-equipped intercity motorcoaches to be leased by Greyhound Lines, Inc., to replace six motorcoaches that have exceeded their useful lives under program guidelines.

Benefit: The new motorcoaches will improve the quality, safety, and reliability of intercity bus services for a large number of low-income travelers and will contribute to the continued stabilization of the Michigan intercity bus industry, which has been in a state of flux since deregulation and on the decline for years. Intercity bus regular route service is not a profit-making part of bus companies' services, for the most part. At best, on high density routes, costs equal revenues. Buses provided by MDOT remove such overhead burdens as debt service, interest, and maintenance costs, and keep regular route operations at break even or minimize any losses. The buses keep the state

from providing operating assistance and, in many instances, generate improved frequency and service quality, attracting new passengers and increasing ridership and revenue.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds – \$1,000,099.

Commitment Level: This provides for the purchase of five replacement vehicles this fiscal year.

Risk Assessment: The risks of not approving this purchase are the possible abandonment of regular route services, schedule frequency reduction, or placing the state in the position of having to provide operating assistance support to keep the services in operation.

Cost Reduction: This purchase involves the trade-in of six 1999-2000 motorcoaches, which reduces the purchase amount by \$914,476, thereby reducing the purchase amount by an additional \$192,710.

Selection: N/A.

New Project Identification: Provides for the purchase of five new replacement motorcoaches.

Zip Code: 48909.

44. *MULTI-MODAL - Economic Development

Contract (2005-0201) between MDOT and Specification Stone Products, Inc., will provide financial assistance in the form of a loan for the construction of 3,528 feet of new track for the improvement of rail freight transportation and the promotion of economic development in the city of Kawkawlin, Bay County. This project will facilitate the Specification Stone Products, Inc., expansion of its existing rail facility to accommodate the handling of new rail traffic. This project will provide for the creation of two new positions and the retention of seven full-time positions in the city of Kawkawlin. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. The estimated total amount of the project will be \$490,000. MDOT will loan Specification Stone Products, Inc., \$245,000 or up to 50 percent of the project cost. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if Specification Stone Products, Inc., meets its commitment to ship and/or receive 1000 rail carloads of freight annually. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$245,000; Specification Stone Products, Inc., Funds - \$245,000.

Purpose/Business Case: To provide financial assistance for the construction of 3,528 feet of new track at the Specification Stone Products, Inc., facility to accommodate additional rail traffic.

Benefit: This project will increase the capacity at the Specification Stone Products Inc., existing facility and provide for the construction of new track to allow for the handling of additional rail cars. The direct benefit to the public will be the reduction of truck traffic along area highways, the reduction of road congestion, the creation of two new positions, and the retention of seven full-time positions in the city of Kawkawlin.

Funding Source: State Restricted Comprehensive Transportation Funds - \$245,000; Specification Stone Products, Inc., Funds - \$245,000.

Commitment Level: The contract amount is based on an estimate from the applicant and serving carrier.

Risk Assessment: Not performing this activity would result in the loss of economic growth and job creation to this area.

Cost Reduction: Work will be competitively bid by Specification Stone Products, Inc., and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new construction project.

Zip Code: 49707.

45. *MULTI-MODAL (Aeronautics) - Design of Airport Improvements
Contract (2005-0221) between MDOT and R. W. Armstrong & Associates, Inc., will provide federal and state grant funds for design engineering services for the installation of new fencing and runway safety area improvements at the Canton-Plymouth-Mettetal Airport in Plymouth, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$13,770. Source of Funds: FAA Funds (via block grant) - \$13,082; State Restricted Aeronautics Funds - \$688.
- Purpose/Business Case:** To provide for professional design engineering services for the installation of new fencing on the north side of the airport property and runway safety area (RSA) improvements on runway 18, including removal of a section of asphalt runway, new asphalt taxiway connectors, lighting, and pavement marking.
Benefit: Will provide a design that will meet all federal and state safety and airport design standards.
Funding Source: FAA Funds (via block grant) - \$13,082; State Restricted Aeronautics Funds - \$688; Contract Total - \$13,770.
Commitment Level: The contract is based on a lump sum with fixed costs.
Risk Assessment: The risk of not awarding this contract is the loss of federal funds for this project.
Cost Reduction: The costs for the design engineering were negotiated for cost reductions.
Selection: Qualifications-based.
New Project Identification: This is for rehabilitation of an existing facility.
Zip Code: 48187.
46. MULTI-MODAL (Aeronautics) - Time Extension
Amendatory Contract (2000-0863/A2) between MDOT and the Capital Region Airport Authority (CRAA) will extend the contract term by two years to allow sufficient time for CRAA to purchase and install the second regional aircraft-style jetway. The revised contract term will be September 13, 2000, through September 12, 2007. The contract amount remains unchanged at \$160,000. Source of Funds: State Restricted Aeronautics Funds - \$80,000; Capital Region Airport Authority Funds - \$80,000.
- Purpose/Business Case:** To provide sufficient time for the purchase and installation of the second regional aircraft-style jetway.
Benefit: This project is a part of Capital City Airport's Terminal Optimization Plan. The time extension will allow sufficient time for CRAA to complete and close out the project.
Funding Source: State Restricted Aeronautics Funds - \$80,000; Capital Region Airport Authority Funds - \$80,000; Contract Total - \$160,000.
Commitment Level: Actual costs are reimbursed up to the maximum of the contract.
Risk Assessment: If the amendment is not awarded, the second aircraft-style jetway could not be purchased and installed before the original contract expires, and a retroactive contract would be required.
Cost Reduction: There is no increase in funding.
Selection: N/A.
New Project Identification: This is an amendment to an existing contract.
Zip Code: 48906.

47. ***MULTI-MODAL (Aeronautics) - Time Extension**

Amendatory Contract (2002-0414/A2) between MDOT and the City of Holland will extend the contract term by seventeen years to allow sufficient time for the consultant to complete the update of the Exhibit A property maps for parcels 25, 32-34, and E35 and to comply with an Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the land acquisition fees for parcels 25, 32-34, and E35 at the Tulip City Airport in Holland, Michigan. The revised contract term will be May 16, 2002, through May 15, 2022. The contract amount remains unchanged at \$43,500. Source of Funds: FAA Funds - \$39,150; City of Holland Funds - \$4,350.

Purpose/Business Case: The original contract for land acquisition costs will expire on May 15, 2005. An amendment to the contract in February 2003 added the update of the Exhibit A property maps to the project. Due to condemnation proceedings, the property maps could not be completed. The amendment will provide the additional time needed for the update of the property maps and the acquisition of the parcels. The twenty-year term will allow for compliance with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years.

Benefit: Will provide the additional time needed for the update of the property maps, which will allow the parcels to be acquired.

Funding Source: FAA Funds - \$39,150; City of Holland Funds - \$4,350; Contract Total - \$43,500.

Commitment Level: There is no increase in funding.

Risk Assessment: If the amendment is not awarded, the project cannot be completed as planned, and a new retroactive contract would be required.

Cost Reduction: All costs for land acquisition are in accordance with FAA guidelines.

Selection: N/A.

New Project Identification: This is a time extension of an existing project.

Zip Code: 49423.

48. ***MULTI-MODAL (Aeronautics) - Increase Services and Amount, Extend Term**

Amendatory Contract (2002-0494/A1) between MDOT and the Oscoda-Wurtsmith Airport Authority (OWAA) will add the installation of an instrument landing system (ILS) (phase 1) to the project, will increase the contract amount by \$302,667, and will extend the contract term by seventeen years in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the design and construction of the rehabilitation of a runway, taxiways, lights, grooving, and fencing at the Oscoda-Wurtsmith Airport in Oscoda, Michigan. The revised contract term will be June 7, 2002, through June 6, 2022. The revised contract amount will be \$4,502,667. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$3,780,000	\$272,400	\$4,052,400
State Restricted Aeronautics Funds	\$ 210,000	\$ 15,133	\$ 225,133
OWAA Funds	<u>\$ 210,000</u>	<u>\$ 15,134</u>	<u>\$ 225,134</u>
Total	<u>\$4,200,000</u>	<u>\$302,667</u>	<u>\$4,502,667</u>

Purpose/Business Case: To provide for an increase in funds in order to cover the costs of installing an ILS (phase 1). The twenty-year term will comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years.

Benefit: The FAA added the ILS (phase 1) installation to the federal grant for this airport. Once the additional work is completed, the FAA will be able to close the grant for this project, for which a formal procedure is pending at this point.

Funding Source: FAA Funds - \$4,052,400; State Restricted Aeronautics Funds - \$225,133; OWAA Funds - \$225,134; Contract Total - \$4,502,667.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not awarding the amendment is the loss of federal funds for this project.

Cost Reduction: The contract was bid through MDOT and reviewed by MDOT personnel for cost reductions.

Selection: N/A.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 48750.

49. *MULTI-MODAL (Aeronautics) - Increase Services and Amount, Extend Term

Amendatory Contract (2003-0517/A1) between MDOT and the Oscoda-Wurtsmith Airport Authority (OWAA) will add the installation of precision approach path indicators (PAPIs) to the project, will increase the contract amount by \$250,789, and will extend the contract term by seventeen years in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the construction of an instrument landing system (ILS) and an ILS service road at the Oscoda-Wurtsmith Airport in Oscoda, Michigan. The revised contract term will be August 6, 2003, through August 5, 2023. The revised total contract amount will be \$1,040,689. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
FAA Funds	\$710,910	\$238,250	\$ 949,160
State Restricted Aeronautics Funds	\$ 39,495	\$ 6,269	\$ 45,764
OWAA Funds	\$ 39,495	\$ 6,270	\$ 45,765
Total	<u>\$789,900</u>	<u>\$250,789</u>	<u>\$1,040,689</u>

Purpose/Business Case: To provide for an increase in funds in order to cover the costs of installing the PAPIs. The twenty-year term will comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years.

Benefit: The PAPIs will enhance the safety of the airport by providing a navigational aid to pilots during landing.

Funding Source: FAA Funds - \$949,160; State Restricted Aeronautics Funds - \$45,764; OWAA Funds - \$45,765; Contract Total - \$1,040,689.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not awarding the amendment is loss of federal funds for this project.

Cost Reduction: The contract was bid through MDOT and reviewed by MDOT personnel for cost reductions.

Selection: N/A.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 48750.

50. MULTI-MODAL (Aeronautics) - Airport Layout Plan Update

Contract (2005-0204) between MDOT and the Capital Region Airport Authority (CRAA) will provide federal and state grant funds for the update of the airport layout plan at the Mason-Jewett Airport in Mason, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$40,500. Source of Funds: FAA Funds (via block grant) - \$32,400; State Restricted Aeronautics Funds - \$7,087; CRAA Funds - \$1,013.

Purpose/Business Case: The project includes the update of the airport layout plan (ALP).

Benefit: The updated ALP document will meet current FAA standards and requirements.

Funding Source: FAA Funds (via block grant) - \$32,400; State Restricted Aeronautics Funds - \$7,087; CRAA Funds - \$1,013. ; Contract Total - \$40,500.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract will be reviewed by MDOT personnel for additional cost reductions.

Selection: N/A.

New Project Identification: This is for the update of an existing document.

Zip Code: 48854.

51. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2005-0205) between MDOT and the Manistee County Board of Commissioners will provide federal and state grant funds for land acquisition costs at the Manistee County-Blacker Airport in Manistee, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$104,000. Source of Funds: FAA Funds (via block grant) - \$83,200; State Restricted Aeronautics Funds - \$18,200; Manistee County Funds - \$2,600.

Purpose/Business Case: To provide for reimbursement of funds expended by Manistee County for the purchase of land (ten acres) required for the future extension of runway 18; for closing, appraisal, and appraisal review costs; and for attorney fees.

Benefit: The land will be used to ensure a clear approach to runway 18, which will enhance the safety of airport users.

Funding Source: FAA Funds (via block grant) - \$83,200; State Restricted Aeronautics Funds - \$18,200; Manistee County Funds - \$2,600; Contract Total - \$104,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: All costs for land acquisition are in accordance with CFR, Title 49, Part 24, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs.

Selection: N/A.

New Project Identification: This is a reimbursement for an existing project.

Zip Code: 49660.

52. MULTI-MODAL (Aeronautics) - Taxiway and Apron Rehabilitation

Contract (2005-0206) between MDOT and the Delta County Board of Commissioners will provide federal and state grant funds for the rehabilitation of a parallel taxiway, taxiway connectors, and apron at the Delta County Airport in Escanaba, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,100,000. Source of Funds: FAA Funds - \$1,045,000; State Restricted Aeronautics Funds - \$27,500; Delta County Funds - \$27,500.

Purpose/Business Case: To provide for the rehabilitation of a parallel taxiway, taxiway connectors, and apron. The existing pavements are more than twenty years old and in poor condition.

Benefit: The rehabilitation will extend the useful life of the pavements and enhance the safety of airport users. The new pavements will decrease maintenance costs for the county.

Funding Source: FAA Funds - \$1,045,000; State Restricted Aeronautics Funds - \$27,500; Delta County Funds - \$27,500; Contract Total - \$1,100,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: All construction will be procured through federal procurement guidelines and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: The project will be for rehabilitation of existing pavements.

Zip Code: 49829.

53. MULTI-MODAL (Aeronautics) - Land Reimbursement

Contract (2005-0207) between MDOT and the Antrim County Board of Commissioners will provide federal and state grant funds for land reimbursement for wetland acquisition required to mitigate wetlands impacted at the Antrim County Airport in Bellaire, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$31,000. Source of Funds: FAA Funds (via block grant) - \$24,800; State Restricted Aeronautics Funds - \$5,425; Antrim County Funds - \$775.

Purpose/Business Case: The project includes land reimbursement for wetland acquisition (Grass River property), including appraisal and appraisal review costs.

Benefit: The land being purchased is an existing wetland and will be used to fulfill the airport's obligation to mitigate wetlands impacted by a previous project.

Funding Source: FAA Funds (via block grant) - \$24,800; State Restricted Aeronautics Funds - \$5,425; Antrim County Funds - \$775; Contract Total - \$31,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant was chosen in accordance with FAA guidelines. The contract was reviewed by an MDOT real estate specialist for appropriateness and cost reductions.

Selection: N/A.

New Project Identification: This is reimbursement for an existing project.

Zip Code: 49615.

54. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2005-0209) between MDOT and the City of White Cloud will provide federal and state grant funds for the land acquisition costs of parcels E6 through E14 at the White Cloud Airport in White Cloud, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$70,000. Source of Funds: FAA Funds (via block grant) - \$56,000; State Restricted Aeronautics Funds - \$12,250; City of White Cloud Funds - \$1,750.

Purpose/Business Case: To provide for the land acquisition costs of parcels E6 through E14, including property surveys, environmental documentation, appraisals and appraisal reviews, negotiations, and closing costs. Additional land is needed for a runway extension project and approach protection.

Benefit: By acquiring the additional land, the airport will ensure clear approaches, as well as maintaining safety by controlling the properties inside the runway protection zones and by limiting any building obstructions inside the building restriction areas.

Funding Source: FAA Funds (via block grant) - \$56,000; State Restricted Aeronautics Funds - \$12,250; City of White Cloud Funds - \$1,750; Contract Total - \$70,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant was chosen in accordance with FAA guidelines. The contract was reviewed by an MDOT real estate specialist for appropriateness and cost reductions.

Selection: N/A.

New Project Identification: Additional land is needed for an existing project.

Zip Code: 49349.

55. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2005-0211) between MDOT and Marlette Township will provide federal and state grant funds for the land acquisition costs of parcel 16 at the Marlette Township Airport in Marlette, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$12,000. Source of Funds: FAA Funds (via block grant) - \$9,600; State Restricted Aeronautics Funds - \$2,100; Marlette Township Funds - \$300.

Purpose/Business Case: To provide for the land acquisition costs of parcel 16, including an environmental site assessment (phase 1), appraisal and appraisal review, negotiations, and closing costs.

Benefit: The land will be used to ensure a clear approach to runway 09, which will enhance the safety of airport users.

Funding Source: FAA Funds (via block grant) - \$9,600; State Restricted Aeronautics Funds - \$2,100; Marlette Township Funds - \$300; Contract Total - \$12,000.

Commitment Level: The contract is for a fixed cost.

* Denotes a non-standard contract/amendment

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant was chosen in accordance with FAA guidelines. The contract was reviewed by an MDOT real estate specialist for appropriateness and cost reductions.

Selection: N/A.

New Project Identification: This is a new project required for an existing facility.

Zip Code: 48453.

56. MULTI-MODAL (Aeronautics) - Preliminary Engineering for Runway Extension

Contract (2005-0212) between MDOT and the City of Allegan will provide federal and state grant funds for preliminary engineering for the extension of runway 10/28 at the Padgham Field in Allegan, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$25,000. Source of Funds: FAA Funds (via block grant) - \$23,750; State Restricted Aeronautics Funds - \$625; City of Allegan Funds - \$625.

Purpose/Business Case: To provide for preliminary engineering for the extension of runway 10/28.

Benefit: Will provide design options to ensure that the final design will meet all federal and state safety and airport design standards.

Funding Source: FAA Funds (via block grant) - \$23,750; State Restricted Aeronautics Funds - \$625; City of Allegan Funds - \$625; Contract Total - \$25,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract will be reviewed by MDOT personnel for appropriateness and additional cost reductions.

Selection: N/A.

New Project Identification: The engineering is for the expansion of an existing facility.

Zip Code: 49010.

57. MULTI-MODAL (Aeronautics) - Economic Impact Study

Contract (2005-0213) between MDOT and the City of Detroit will provide federal and state grant funds for the conduct of an economic impact study at the Coleman A. Young Municipal Airport in Detroit, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$184,250. Source of Funds: FAA Funds (via block grant) - \$147,400; State Restricted Aeronautics Funds - \$32,244; City of Detroit Funds - \$4,606.

Purpose/Business Case: To provide for a cost benefit study and economic impact analysis to determine the monetary benefit of a proposed new runway.

Benefit: The study will identify, quantify, and evaluate the costs and benefits this project will have for the community.

Funding Source: FAA Funds (via block grant) - \$147,400; State Restricted Aeronautics Funds - \$32,244; City of Detroit Funds - \$4,606; Contract Total - \$184,250.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract will be reviewed by MDOT personnel for additional cost reductions.

* Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: This is a new study.

Zip Code: 48213.

58. MULTI-MODAL (Aeronautics) - Airport Layout Plan Update

Contract (2005-0214) between MDOT and the City of Allegan will provide federal and state grant funds for the update of the airport layout plan (ALP) at the Padgham Field in Allegan, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$39,375. Source of Funds: FAA Funds (via block grant) - \$31,500; State Restricted Aeronautics Funds - \$6,890; City of Allegan Funds - \$985.

Purpose/Business Case: The project will include the update of the airport layout plan.

Benefit: The updated ALP document will meet current FAA standards and requirements.

Funding Source: FAA Funds (via block grant) - \$31,500; State Restricted Aeronautics Funds - \$6,890; City of Allegan Funds - \$985; Contract Total - \$39,375.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract will be reviewed by MDOT personnel for additional cost reductions.

Selection: N/A.

New Project Identification: This is for the update of an existing document.

Zip Code: 49010.

59. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements, Land Reimbursement

Contract (2005-0215) between MDOT and the Capital Region Airport Authority (CRAA) will provide federal and state grant funds for the extension of runway 10R/28L (750 feet), including parallel taxiway, marking, and lighting, and for the reimbursement of land costs at the Capital City Airport in Lansing, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$5,136,000. Source of Funds: FAA Funds - \$4,879,200; State Restricted Aeronautics Funds - \$128,400; CRAA Funds - \$128,400.

Purpose/Business Case: To provide reimbursement for land costs of parcel 92 and for the construction of the extension of runway 10R/28L. The parallel taxiway will also be extended to the end of the runway, and all associated marking and lighting systems (edge, threshold, and approach lights) will be extended or relocated to provide the standard FAA layout. This extension is phase 1 of a two-phase runway-lengthening project.

Benefit: Phase 1 will provide additional runway length to accommodate existing air services. The existing airlines are currently operating under payload restrictions that negatively affect their ability to sustain operations at this airport. Fewer restrictions and better passenger service are the major benefits of this project. The land will provide approach protection.

Funding Source: FAA Funds - \$4,879,200; State Restricted Aeronautics Funds - \$128,400; CRAA Funds - \$128,400; Contract Total - \$5,136,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the local sponsor will have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: All construction contracts will be procured through federal procurement guidelines and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project at an existing facility.

Zip Code: 48906.

60. MULTI-MODAL (Aeronautics) - Construct North Hangar Area

Contract (2005-0216) between MDOT and the County of Oakland will provide state grant funds for the construction of the north hangar area (phase II) at the Oakland County International Airport in Pontiac, Michigan. The contract will be in effect from the date of award through twenty years. The estimated project amount will be \$120,500. Source of Funds: State Restricted Aeronautics Funds - \$108,450; Oakland County Funds - \$12,050.

Purpose/Business Case: To provide for the construction of the north hangar area (phase II). This is step two of a multi-phase project to allow for the relocation and extension of the crosswind runway (18/36).

Benefit: The benefit will be the end result of the extended runway. The current runway length is 1,856 feet. The new runway will be approximately 2,650 feet, which will allow for a much safer landing of small aircraft that need to use the crosswind runway.

Funding Source: State Restricted Aeronautics Funds - \$108,450; Oakland County Funds - \$12,050; Contract Total - \$120,500.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost without state participation.

Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is phase II of an existing project.

Zip Code: 48327.

61. MULTI-MODAL (Aeronautics) - Compliance with Historical Memorandum of Agreement

Contract (2005-0217) between MDOT and the Lenawee County Board of Commissioners will provide federal and state grant funds for mitigation agreed upon in an historical Memorandum of Agreement (MOA) at the Lenawee County Airport in Adrian, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$20,500. Source of Funds: FAA Funds (via block grant) - \$16,400; State Restricted Aeronautics Funds - \$3,587; Lenawee County Funds - \$513.

Purpose/Business Case: This project will provide funding for mitigation agreed upon in an historical MOA for the removal of historical buildings. The former Grange Hall and a farmstead that had to be removed to provide for the runway extension project were determined to be eligible for historical designations. As the buildings could not be preserved, an agreement was reached between the airport, the FAA, and the state historical preservation office that mitigation for this loss would be performed. The mitigation agreed upon is to sponsor an historic designation for another farm and to sponsor the publication of a guide to Lenawee County Grange Hall. The encompassing project is the extension of primary runway 5/23 to 5,000 feet. The lengthening of the runway allows for non-precision instrument approaches, which require the removal of obstructions.

Benefit: Compliance with the conditions of the historical MOA.

Funding Source: FAA Funds (via block grant) - \$16,400; State Restricted Aeronautics Funds - \$3,587; Lenawee County Funds - \$513; Contract Total - \$20,500.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project would not be completed as planned, as the local government cannot afford the cost without federal and state participation.

Cost Reduction: The costs were reviewed by MDOT personnel for further reductions.

Selection: N/A.

New Project Identification: This is new project required under the conditions of the historical MOA.

Zip Code: 49221.

62. *TRANSPORTATION PLANNING - Jurisdictional Transfer MOU

Memorandum of Understanding (MOU) (2005-0193) between MDOT and the City of Battle Creek will transfer jurisdiction of a portion (2.32 miles total distance) of M-37/Columbia Avenue. Jurisdiction will transfer from MDOT to the City upon the date of award. This is a zero dollar MOU.

Purpose/Business Case: To transfer jurisdiction of an obsolete and redundant roadway segment from MDOT to the City of Battle Creek under the authority of P.A. 296 of 1969.

Benefit: The benefit of P.A. 51 of 1951 and other acts provide for MDOT to build new state trunklines or to realign existing ones; when this occurs, the obsolete and redundant roadway segment of the state trunkline no longer serves a state trunkline purpose. Jurisdictional transfer of obsolete and redundant portions of state trunklines to a city (1) places the roadway at the correct level of responsibility in terms of how the roadway segment functions for the local community; and (2) frees up future MDOT maintenance and improvement resources for state trunklines which serve a statewide purpose.

Funding Source: There are no funds associated with this MOU.

Commitment Level: This is a zero dollar MOU.

Risk Assessment: If the jurisdictional transfer does not occur, MDOT will retain a low-functioning/low-priority roadway segment on our inventory of state roads. Over time, the costs of retaining the roadway segment will far outweigh any contract cost of performing the jurisdictional transfer in the future (the current transfer is "as-is" - without cost - but if the transfer does not occur soon, the city may request renegotiation of terms and costs may accrue.)

Cost Reduction: Once the contract is effective, MDOT will no longer have maintenance responsibility for the roadway.

Selection: N/A.

New Project Identification: The contract is for the as-is transfer of an existing roadway segment; no new construction or project is included in the contract.

Zip Code: 49014.

63. *TRANSPORTATION PLANNING - Corktown Corridor Plan

Contract (2005-0219) between MDOT and Giffels-Webster Engineers, Inc., will provide for the development of a conceptual corridor plan for Michigan Avenue/US-12 through the Corktown neighborhood of Southwest Detroit. The corridor plan will guide upcoming roadway rehabilitation in relation to laneage, on-street parking, and nonmotorized facilities. The study will also determine a treatment for the current brick section of roadway in front of Tiger Stadium. The contract will be in effect from the date of award through September 30, 2005. The contract amount will be \$44,435.64. Source of Funds: Federal Highway Administration Funds - \$35,548.51; State Restricted Trunkline Funds - \$8,887.13.

Purpose/Business Case: To produce a Corktown Corridor Plan for Michigan Avenue/US-12 Heritage Route. The conceptual plan will include laneage, nonmotorized facilities, on-street parking, and treatment of the historic brick roadway in front of Tiger Stadium. The study involves neighborhood residents in the design solutions for MDOT's upcoming rehabilitation of the road.

Benefit: Will determine the conceptual roadway design to guide preliminary engineering and construction of Michigan Avenue/US-12 through the Corktown neighborhood of Southwest Detroit, which is in poor condition and

* Denotes a non-standard contract/amendment

requires rehabilitation. The study is an example of context sensitive solutions. MDOT will work with the neighborhood residents to cooperatively plan the road facilities. The road, designated a Michigan Heritage Route, includes a deteriorated brick surface in front of the old Tiger Stadium. Most of the roadway is nine lanes but is under-utilized today. MDOT and the thriving Corktown neighborhood agree that there are opportunities for utilizing a portion of the roadway for nonmotorized purposes and potential on-street parking. Before programming the rehabilitation of US-12, the Detroit Transportation Service Center (TSC) requires some guidance regarding future laneage, nonmotorized facilities, on-street parking, and the treatment and design of the brick segment.

Funding Source: Federal Highway Administration Funds - \$34,558.18; State Restricted Trunkline Funds - \$8,639.55. The funding is coming from State Planning and Research Funds that have been specifically designated for Michigan Heritage Routes.

Commitment Level: This is a cost plus fixed fee contract.

Risk Assessment: The risk of not performing this study by September 30, 2005, is the loss of funds allocated for this project.

Selection: Sole Source. This will allow for the study to be completed by September 30, 2005, when the funding source expires. The consultant chosen for the project is already working in Corktown on the Corktown-Mexicantown Greenlinks Plan and the City of Detroit Nonmotorized Plan. Both of these projects connect directly to US-12, and the consultant can provide design consistency. Also, the project can be expedited through previously established committees and shared public meetings.

New Project Identification: This is a new study.

Zip Code: 48216.

EXTRAS

64. **Extra 2005 - 50**

Control Section/Job Number: 33014-45594-2 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: E.T. MacKenzie Company
4248 W. Saginaw Highway
Grand Ledge, MI 48837

Designed By: Consultant

Engineer's Estimate: \$9,207,076.81

Description of Project:

2.42 mi of hot mix asphalt reconstruction, combined sewer overflow separation, watermain, and streetscaping on the Capitol Loop (Allegan Street, Ottawa Street, Walnut Street and Pine Street) from Martin Luther King, Jr. Boulevard to Capitol Avenue and on Larch Street and Cedar Street from I-496 to Michigan Avenue and Capitol Avenue from Ottawa Street to Allegan Street, in the city of Lansing, Ingham County.

Administrative Board Approval Date:	February 3, 2004	
Contract Date:	February 27, 2004	
Original Contract Amount:	\$8,870,749.60	
Total of Overruns/Changes (Approved to Date):	\$334,545.41	+ 3.77%
Total of Extras/Adjustments (Approved to Date):	1,182,204.60	+ 13.33%
Total of Negative Adjustments (Approved to Date):	- 7,999.30	- 0.09%
THIS REQUEST	<u>9,225.60</u>	<u>+ 0.10%</u>
Revised Total	<u>\$10,388,725.91</u>	+ 17.11%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 17.01% over the original budget for an **Authorized to Date Amount** of \$10,379,500.31.

Approval of this extra will place the authorized status of the contract 17.11% or \$1,517,976.31 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-39	1 r. 1	\$167,238.00	07/07/04
2004-62	8, 11, 12	\$203,076.00	09/09/04
2004-66	14, 17, 19	\$20,819.81	10/10/04
2004-67	13, 18, 20, 22	\$453,740.44	10/10/04
2004-73	21	\$3,874.25	11/02/04
2005-10	25, 28	\$187,135.04	02/01/05
2005-25	31 r. 2, 32 r. 1, 33 r. 1, 35	\$111,243.56	03/01/05

Contract Modification Number(s): 39

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 39

Sidewalk ADA Paver Corners	28.000 Sft @ \$22.50/Sft	\$630.00
Pipe Restraint 6 inch	41.500 Ft @ \$4.00/Ft	166.00
Pipe Restraint 8 inch	3.000 Ft @ \$4.25/Ft	12.75
Cement	8.930 Ton @ \$201.60/Ton	1,800.29
Sodding	1,070.000 Syd @ \$6.12/Syd	6,548.40
Valley Gutter, Conc	2.400 Ft @ \$28.40/Ft	68.16
Total		<u>\$9,225.60</u>

Reason(s) for Extra(s)/Adjustment(s):

Problems that were unknown during the design phase have caused this project to go above State Administrative Board and State Transportation Commission thresholds. The two leading causes were Department of Information Technology and Legislative Services Bureau (DIT/LSB) issues, and termite problems in a local historical establishment adjacent to the project. Relocation, protection and establishment of safe routes of DIT/LSB facilities were required as part of this project. These facilities were not located during design to determine if any conflicts existed. The termite issue caused a change in work operations as construction vibrations were to be monitored and work operations limited in nature. These items account for \$644,466.66 of the total extras to date, which is 7.27% of the overall project cost.

The extra pay items; Sidewalk ADA Paver Corners; Cement; Sodding; and Valley Gutter, Conc were established on previous contract modifications. This contract modification will adjust the previously authorized quantities to the current as-constructed quantities. The original reasons for these increases are shown below.

The extra work item Sidewalk ADA Paver Corners was required to complete project work on the sidewalks surrounding the State Capitol building. It was determined by the Capitol Committee that in order to preserve the historic nature of the State Capitol building, the sidewalk work as detailed in the project plans had to be altered. The project plans depicted brick paver placement at all sidewalk ramps within the influence of the project. These brick pavers were not permitted by the Capitol Committee at any sidewalk ramp that bounded the Capitol building grounds, as it would not preserve the historic nature of the Capitol building. In addition, all sidewalk ramps are required to have detectable warning domes per new federal requirements. The Capitol Committee allowed an exception for the brick paver work that contained the detectable warning domes, but required a specialized concrete bedding. The extra cost for Sidewalk ADA Paver Corners was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and compares with similar work bid on the project.

This project was designed to utilize standard concrete. The engineer authorized the contractor to use more cement in the concrete in select locations. This additional cement decreases the cure time, and allows traffic on the roads and driveways in a more timely fashion. The additional cement will reduce the inconvenience to the local businesses, residential establishments, and emergency service providers. The extra cost for Cement was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is reasonable when compared with MDOT's Average Unit Price Index for similar quantity work.

The extra work item Sodding was required for restoration work in an area of sanitary sewer replacement on existing Butler Blvd. right-of-way. All of the restoration work items required in this area were omitted from the project plans. Earth grade cannot be left bare, to prevent soil erosion to waterways of the State, the restoration items were added to the project as extra work per Section 103.04 of the 2003 Standard Specifications for Construction. This extra work will return the respective area to the original condition before work began. The extra cost for Sodding was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is reasonable when compared with MDOT's Average Unit Price Index for similar work.

Several revised plan sheets were issued by the project designer at the request of the project office. The plan sheet revisions provided barrier free parking spaces within the project limits. One of the extra items necessary was Valley Gutter, Conc. The extra cost for Valley Gutter, Conc was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is reasonable when compared to MDOT's Average Unit Price Index for similar quantity work.

The extra pay items Pipe Restraint 6 inch and Pipe Restraint 8 inch were established on a previous contract modification and are 100% funded by the city of Lansing. This contract modification will adjust the previously authorized quantities to the current as-constructed quantities. A revised plan sheet containing a modified water main pipe restraint schedule was issued to meet the local agency current standards for water main construction. The extra cost was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and was considered reasonable when compared with similar work on local projects.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its April 28, 2005 meeting, and is now recommended for approval by the State Administrative Board on May 3, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 39.44%; City of Lansing, 50.46%; State Restricted Trunklines, 10.10% (see above for specific pay item funding)

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid

New Project Identification: This is an existing project already under contract.

Zip Code: 48933, 48915

65. **Extra 2005 - 51**

Control Section/Job Number: 33403-60115 Local Agency Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Milbocker and Sons, Inc.
1256 29th Street
Allegan, MI 49010

Designed By: Local Agency
Engineer's Estimate: \$ 1,201,011.25

Description of Project:

1.44 mi of road rehabilitation and widening, including hot mix asphalt base crushing and shaping, grading, drainage improvements, sanitary sewer, concrete curb and gutter, hot mix asphalt paving, pavement markings and slope restoration on Wood Road from Lake Lansing Road to State Road in Ingham and Clinton Counties.

Administrative Board Approval Date:	March 2, 2004	
Contract Date:	March 12, 2004	
Original Contract Amount:	\$980,287.26	
Total of Overruns/Changes (Approved to Date):	34,386.90	+ 3.51%
Total of Extras/Adjustments (Approved to Date):	65,660.00	+ 6.70%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>7,148.00</u>	<u>+ 0.73%</u>
Revised Total	<u>\$1,087,482.16</u>	+ 10.94%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.21% over the original budget for an **Authorized to Date Amount** of \$1,080,334.16.

Approval of this extra will place the authorized status of the contract 10.94% or \$107,194.90 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-19	1 r. 3	\$65,660.00	03/01/05

Contract Modification Number(s): 4 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

* Denotes a non-standard contract/amendment

CM 4

Vacuum Testing of Manhole	6.000 Ea @ \$60.00/Ea	\$360.00
Pavement Marking, Thermoplastic, Left Turn Arrow	3.000 Ea @ \$70.00/Ea	210.00
Damaged/Replaced Barricade Lights	9.000 Ea @ \$15.00/Ea	135.00
Pavt Mrkg, Longit, 6" or Less Width, Rem	1,900.000 Ft @ \$0.50/Ft	950.00
Sewer Tap, 12 inch	3.000 Ea @ \$185.00/Ea	555.00
Sewer Cl A, 24 inch, Tr Det A HDPE	120.000 Ft @ \$38.00/Ft	4,560.00
Sewer, Rem, Less than 24 inch	72.000 Ft @ \$5.25/Ft	<u>378.00</u>
Total		<u>\$7,148.00</u>

Reason(s) for Extra(s)/Adjustment(s):

Vacuum testing of the manholes is required in the project specifications, but was omitted in the original bid items. This extra work is 100% funded by the Ingham County Road Commission. The extra cost for Vacuum Testing of Manhole was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in the local region.

Two pavement marking related items were included in the project plans, but were inadvertently omitted from the original bid items during the design phase. The extra costs for Pavement Marking, Thermoplastic, Left Turn Arrow and Pavt Mrkg, Longit, 6" or Less Width, Rem were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15.00 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to and does not exceed \$15.00 per light. The lights, on plastic drums, are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra item, Damaged/Replaced Barricade Lights, will reimburse the contractor for damaged lights at the maximum rate of \$15.00 per light, as the traffic control device unit cost was over \$15.00.

A proposed sewer tap was shown in the project plans, but was omitted in the original bid items. This extra work is 100% funded by the Ingham County Road Commission. The extra cost for Sewer Tap, 12 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

A section of the project drainage system was altered to provide a safer roadside facility and enhanced esthetic value. The plans called for the placement of a 64 foot culvert with a 6 foot ditch preceding the culvert. This work was eliminated and a HDPE pipe was placed at the actual project low spot to outlet to a local pond. This eliminated the 6 foot ditches and provided a 2 foot swale, thus enhancing safety and esthetics. The HDPE material was used due to the existing acidic soil conditions. The extra cost for Sewer, Cl A, 24 inch, Tr Det A HDPE was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in the local region. The extra cost will be partially offset by a future reduction in the original bid items of 24" Class E Culvert, 24" end sections, and partial earth excavation quantities.

An existing section of sewer was required to be removed prior to placement of the new sewer. The work was inadvertently omitted from the original bid items, but was necessary to complete the project work. This extra work is 100% funded by the Ingham County Road Commission. The extra cost for Sewer, Rem, Less than 24 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on May 3, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 58.69%; Ingham County, 41.31% (see above for specific pay item funding)

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

New Project Identification: This is an existing project already under contract.

Selection: Low bid

Zip Code: 48906, 48912, 48909

66. **Extra 2005 - 52**

Control Section/Job Number: 39405-76294 Local Agency Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Michigan Paving & Materials Co.
P.O. Box 787
Belleville, MI 48111

Designed By: Local Agency
Engineer's Estimate: \$784,825.75

Description of Project:

1.95 mi of cold milling hot mix asphalt surface, drainage structures, concrete curb and gutter, sidewalk, hot mix asphalt paving and pavement markings on Miller Road from Portage Street to east city limits of Kalamazoo, in the city of Kalamazoo, Kalamazoo County.

Administrative Board Approval Date:	May 4, 2004	
Contract Date:	June 18, 2004	
Original Contract Amount:	\$643,064.59	
Total of Overruns/Changes (Approved to Date):	13,968.70	+ 2.17%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>50,263.76</u>	<u>+ 7.82%</u>
Revised Total	<u>\$707,297.05</u>	+ 9.99%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.17% over the original budget for an **Authorized to Date Amount** of \$657,033.29.

Approval of this extra will place the authorized status of the contract 9.99% or \$64,232.46 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 2

Machine Grading, Mod	25.300 Sta @ \$1,986.71/Sta	<u>\$50,263.76</u>
Total		<u>\$50,263.76</u>

Reason(s) for Extra(s)/Adjustment(s):

This item is needed to pay the contractor for work performed in excavating, filling, grading and compacting water main trench behind the Kalamazoo Water Department's installation of new water main. The city forces did not have the means to complete the grading and earthwork required to complete the water main installation. This work was coordinated with the project, but was not included in the original work items. The contractor was directed to complete the grading work and the cost will be completely funded by the city of Kalamazoo.

This extra work is 100% funded by the city of Kalamazoo. The extra cost for Machine Grading, Mod was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80.65%; City of Kalamazoo, 19.35%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

* Denotes a non-standard contract/amendment

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid
New Project Identification: This is an existing project already under contract.
Zip Code: 49001

67. **Extra 2005 - 53**

Control Section/Job Number: 63609-54457A Local Agency Project
 State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.
 State Transportation Commission - Does not meet criteria.
 Contractor: Michigan Paving & Materials Co.
 P.O. Box 787
 Belleville, MI 48111
 Designed By: Consultant
 Engineer's Estimate: \$3,921,628.63

Description of Project:

3.1 km of bituminous widening and overlay with earthwork, pavement removal, building demolition, drainage, aggregate base and shoulders, clearing, cold milling concrete pavement, guardrail, pavement marking, gabion walls, and slope restoration on Dixie Highway from I-75 to Davisburg Road, Oakland County.

Administrative Board Approval Date:	June 18, 2002	
Contract Date:	August 2, 2002	
Original Contract Amount:	\$2,519,300.53	
Total of Overruns/Changes (Approved to Date):	168,090.82	+ 6.67%
Total of Extras/Adjustments (Approved to Date):	139,482.58	+ 5.54%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>26,779.44</u>	<u>+ 1.06%</u>
Revised Total	<u>\$2,853,653.37</u>	+ 13.27%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.21% over the original budget for an **Authorized to Date Amount** of \$2,826,873.93.

Approval of this extra will place the authorized status of the contract 13.27% or \$334,352.84 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 10 r. 4

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 10

Traffic Control Adjustment

\$26,779.44**Total****\$26,779.44****Reason(s) for Extra(s)/Adjustment(s):**

Section 812.04 of the 1996 Standard Specifications for Construction requires adjustments in the original contract unit prices for those traffic control items required to be used on the project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 214.5 days without the assessment of liquidated damages. The project completion date was extended due to extra work, weather delays and the seasonal suspension period.

The required traffic control items during the extended times frames were Lighted Arrow, Type C, Operated; Plastic Drum Lighted-Operated; Flag Control; Minor Traffic Devices; and Sign, Type B, Temporary. The calculation for traffic control items Flag Control and Minor Traffic Devices involved a portion of the 214.5 days, as these items were not required during the entire 214.5 day extension.

The unit price adjustment was calculated per Section 812.04 of the 1996 Standard Specifications for Construction. Therefore, the cost for this extra was determined as a contract mandated extra cost per the formula in the specification section noted above.

Section 103.04 – EXTRA WORK and Section 812.04 of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid

New Project Identification: This is an existing project already under contract.

Zip Code: 48350

68. **Extra 2005 - 54**

Control Section/Job Number: 76012-51768-2

MDOT Project

State Administrative Board -

This project exceeds the 6% Ad Board limit for reviewing extras. This project also has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission -

This project exceeds the 10% Commission limit for reviewing extras.

Contractor:

Anlaan Corporation
P.O. Box 333
Ferrysburg, MI 49409

* Denotes a non-standard contract/amendment

Designed By: MDOT
Engineer's Estimate: \$2,098,576.41

Description of Project:

Bridge replacement, approach work and maintaining traffic on M-52 over the Shiawassee River (B01) in the city of Owosso, Rush and New Haven Townships, Shiawassee County.

Administrative Board Approval Date:	February 03, 2004	
Contract Date:	March 05, 2004	
Original Contract Amount:	\$1,697,130.57	
Total of Overruns/Changes (Approved to Date):	(78,953.19)	- 4.65 %
Total of Extras/Adjustments (Approved to Date):	52,275.94	+ 3.08%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>225,019.09</u>	<u>+ 13.26%</u>
Revised Total	<u>\$1,895,472.41</u>	+ 11.69%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.57% under the original budget for an **Authorized to Date Amount** of \$1,670,453.32.

Approval of this extra will place the authorized status of the contract 11.69% or \$198,341.84 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 6

Erosion Control, Sand Bag, Special	6,593.000 Ea @ \$34.13/Ea	<u>\$225,019.09</u>
Total		<u>\$225,019.09</u>

Reason(s) for Extra(s)/Adjustment(s):

The project plans depicted the use of erosion control sand bags for the construction of abutments A and B. The original quantity of sand bags was not sufficient to complete the planned work. An additional 6,593 sand bags were required to complete project work. This is considered a significant change per Section 103.02.B.2 of the 2003 Standard Specifications for Construction. An adjusted unit price for the additional sand bags was negotiated per Section 103.03. The adjusted unit price was determined to be reasonable when compared with the average bid unit price of the seven project bidders, as there is not a comparable average unit price.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its April 28, 2005 meeting, and is now recommended for approval by the State Administrative Board on May 3, 2005.

* Denotes a non-standard contract/amendment

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 78.82%; State Restricted Trunkline, 19.71%; City of Owosso, 1.47%
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid
New Project Identification: This is an existing project already under contract.
Zip Code: 48867

69. **Extra 2005 - 55**

Control Section/Job Number:	84916-79993A	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	R. S. Contracting, Inc. 16737 13 Mile Rd. Fraser, MI 48026	
Designed By:	MDOT	
Engineer's Estimate:	\$966,049.92	

Description of Project:

Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes in Clinton, Eaton, Ingham and Shiawassee Counties.

Administrative Board Approval Date:	February 01, 2005	
Contract Date:	February 03, 2005	
Original Contract Amount:	\$974,084.64	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>111,892.40</u>	<u>+ 11.49%</u>
Revised Total	<u>\$1,085,977.04</u>	+ 11.49%

Offset Information

Total Offsets This Request	(369,721.64)	- 37.96%
Net Revised Request	(257,829.24)	- 26.47%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$974,084.64.

Approval of this extra will place the authorized status of the contract 11.49% or \$111,892.40 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 1

Pavt Mrkg, Ovly Cold Plastic, 6" X-Walk Adjustment	9,353.000 Ft @ \$1.90/Ft	\$17,770.70
Pavt Mrkg, Ovly Cold Plastic, 24", Stop Bar Adjustment	6,559.000 Ft @ \$6.30/Ft	41,321.70
Rem Spec Mrkg Adjustment	48,000.000 Sft @ \$1.10/Sft	52,800.00
Total		<u>\$111,892.40</u>

CM 1 Offset Information

Pavt Mrkg, Ovly Cold Plastic, 6", X-Walk	-53,419.000 Ft @ \$1.70/Ft	(\$90,812.30)
Pavt Mrkg, Ovly Cold Plastic, 24" Stop Bar	-27,744.000 Ft @ \$5.80/Ft	(160,915.20)
Rem Spec Mrkg	-171,006.000 Sft @ \$0.69/Sft	<u>(117,994.14)</u>
Total Offsets This Request		(\$369,721.64)
Net Revised Request		<u>(\$257,829.24)</u>

Reason(s) for Extra(s)/Adjustment(s):

In accordance with Subsection 103.02.B.2 of the 2003 MDOT Standard Specification for Construction, a price adjustment to several pavement marking items is warranted. There are major discrepancies between the quantities in the project specifications and the actual bid item quantities. A significant reduction, below 75% of the original contract quantity, was found when comparing the totals in the project specifications to the totals that were shown in the bid quantities. In accordance with Section 103.02 B.2, major items of work were decreased below 75% of the original contract quantity and an allowance was applied. Therefore, an adjustment was applied to the items of work that met the above criteria. The adjusted unit prices were negotiated with the contractor and were deemed reasonable when compared to MDOT's Average Unit Price Index.

This Extra was recommended for approval by the State Transportation Commission at its April 28, 2005 meeting, and is now recommended for approval by the State Administrative Board on May 3, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 100%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid

New Project Identification: This is an existing project already under contract.

Zip Code: 48823

70. **Extra 2005 - 56**

Control Section/Job Number: 82023-51493-2 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras. This project also has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: MDOT
Engineer's Estimate: \$13,858,709.31

Description of Project:

Superstructure and deck replacements, abutment and substructure repairs, pier and cap replacement, reconstruction of pier caps and columns, pin and hanger replacement, beam painting, cleaning and coating, beam end repair, bearing replacements, three beam retrofit, and pedestrian fence on S24 southbound M-10 over I-94, S27 on northbound M-10 over I-94, S29 on northbound M-10 over I-94 ramp H-E from SB M-10, S38 on I-96 under McGraw Avenue, S41 on I-96 eastbound to I-94 eastbound ramp, S35 on I-96 under Pacific Avenue, S43 the Grand River Avenue entrance to westbound I-94, and S47 the Grand River Avenue exit from eastbound I-94 in the city of Detroit, Wayne County.

Administrative Board Approval Date:	June 1, 2004	
Contract Date:	June 3, 2004	
Original Contract Amount:	\$15,984,112.54	
Total of Overruns/Changes (Approved to Date):	685,416.36	+ 4.29%
Total of Extras/Adjustments (Approved to Date):	962,065.13	+ 6.02%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>133,511.99</u>	<u>+ 0.84%</u>
Revised Total	<u>\$17,765,106.02</u>	+ 11.15%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.31% over the original budget for an **Authorized to Date Amount** of \$17,631,594.03.

Approval of this extra will place the authorized status of the contract 11.15% or \$1,780,993.48 over the **Original Contract Amount**.

* Denotes a non-standard contract/amendment

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-27	15 r. 2	\$400,000.00	03/01/05

Contract Modification Number(s): 19 r. 4, 21, 22

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 19

S41 Barrier Steel Field Cuts		\$3,761.76
Conduit, Encased, 1, 3 inch	228.000 Ft @ \$63.00/Ft	<u>14,364.00</u>
Total		<u>\$18,125.76</u>

CM 21

Extra-Lead Testing and Respirator Helmet	\$4,131.18
Extra-Fascia Repairs	<u>11,255.05</u>
Total	<u>\$15,386.23</u>

CM 22

Drainage Collection System	\$100,000.00
Total	<u>\$100,000.00</u>

Grand Total

\$133,511.99

Reason(s) for Extra(s)/Adjustment(s):

CM 19

The plan details for barrier wall construction on one structure contained a plan error. The vertical reinforcing steel was fabricated per the plan details. The vertical reinforcing steel had to be field cut to allow proper placement of the bridge barrier wall. The extra cost for S41 Barrier Steel Field Cuts is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The project plans require the placement of conduit and the project specifications require the conduit to be encased. An original bid item to pay for the encasement of conduit was omitted during the design phase, but is needed to complete the project per the plans and specifications. The extra cost for Conduit, Encased, 1, 3 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar quantity work in MDOT's Average Unit Price Index.

CM 21

Two structures were coated with lead based paint, which was not shown in the project plans. The contractor complied with the MIOSHA standard for lead exposures as per Section 104.10 of the 2003 Standard Specifications for Construction. The extra cost for Extra-Lead Testing and Respirator Helmet is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The superstructure condition of McGraw Ave over I-96 was worse than anticipated during the design phase. The deteriorated condition necessitated additional bridge fascia repairs. This work was not included in the original bid items, but was necessary for the safe completion of project work. The extra cost for Extra-Fascia Repairs is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 22

The existing drainage collection systems on three bridge structures were severely deteriorated and needed to be replaced for proper water conveyance and safety. This work was omitted during the design phase, but was necessary for proper completion of project work. The extra cost for Drainage Collection System was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar bid items on the project.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its April 28, 2005 meeting, and are now recommended for approval by the State Administrative Board on May 3, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 18.17%; City of Detroit, 1.83%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid

New Project Identification: This is an existing project already under contract.

Zip Code: 48208, 48202, 48201

OVERRUNS

71. Overrun 2005 - 23

Control Section/Job Number:	13411-56348A	Local Agency Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the 15% Commission limit for reviewing overruns.	
Contractor:	Michigan Paving & Materials Co. P.O. Box 787 Belleville, MI 48111-0787	
Designed By:	Local Agency	
Engineer's Estimate:	\$644,865.00	
Description of Project:	1.95 mi of hot mix asphalt resurfacing, aggregate shoulders, pavement markings and guardrail on Beadle Lake Road from I-94 eastbound exit ramp (number 100) to 2832 feet south of B Drive North, in Calhoun County.	

Administrative Board Approval Date:	April 20, 2004	
Contract Date:	May 21, 2004	
Original Contract Amount:	\$485,495.50	
Total of Overruns/Changes (Approved to Date):	48,549.55	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	50,207.21	+ 10.34%
THIS REQUEST	<u>97,810.12</u>	+ <u>20.15%</u>
Revised Total	<u>\$682,062.38</u>	+ 40.49%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 20.34% over the original budget for an **Authorized to Date Amount** of \$584,252.26.

Approval of this overrun will place the authorized status of the contract 40.49% or \$196,566.88 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

HMA, 13A, Modified	1,520.500 Ton @ \$27.40/Ton	\$41,661.70
Curb and Gutter, Det B2	139.000 Ft @ \$15.50/Ft	2,154.50
Slope Restoration	14,998.310 Syd @ \$3.60/Syd	<u>53,993.92</u>
Total		<u>\$97,810.12</u>

Reason(s) for Overrun(s):

The cross section of the existing roadway was irregular and did not have the typical 2 percent cross slope. The existing cross slope was not reviewed during the design phase. Additional asphalt material, HMA 13A Modified, was necessary to build the roadway to the proper 2 percent cross slope per the project specifications. Additionally, this material was used to wedge in low areas that were not addressed in the project plans.

Additional curb and gutter quantity was used to improve traffic control and safety at several locations. The existing curb and gutter at these locations was in poor condition and was not addressed in the project plans. Curb and gutter was also necessary at low areas that were paved to the proper cross slope. The roadway grade in these areas was substantially increased, and additional quantities of curb and gutter were necessary to construct the area to the proper cross section.

The plan quantity for Slope Restoration was inadvertently underestimated during design. The additional quantity was necessary to build the project per the plans and specifications.

All work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its April 28, 2005 meeting, and is now recommended for approval by the State Administrative Board on May 3, 2005.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 81.39%; Calhoun County, 18.61%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid

New Project Identification: This is an existing project already under contract.

Zip Codes: 49014

72. **Overrun 2005 - 24**

Control Section/Job Number:	31609-53739A	Local Agency Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the 15% Commission limit for reviewing overruns.	
Contractor:	Bill Siler Contracting, Inc. P.O. Box 413 Houghton, MI 49931	
Designed By:	Local Agency	
Engineer's Estimate:	\$622,977.85	

Description of Project:

0.7 mi of reconstruction including earth and rock excavation, aggregate base, hot mix asphalt surfacing, embankment, drainage improvements, pavement markings, traffic control and restoration on Old Mill Hill Road from Houghton Canal Road southerly in Adams Township, Houghton County.

Administrative Board Approval Date:	April 6, 2004	
Contract Date:	April 20, 2004	
Original Contract Amount:	\$526,045.47	
Total of Overruns/Changes (Approved to Date):	52,604.55	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	158,127.06	+ 30.06%
THIS REQUEST	<u>75,558.96</u>	+ <u>14.36%</u>
Revised Total	<u>\$812,336.04</u>	+ 54.42%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 40.06% over the original budget for an **Authorized to Date Amount** of \$736,777.08.

Approval of this overrun will place the authorized status of the contract 54.42% or \$286,290.57 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Excavation, Earth	9,000.000/Cyd @ \$4.50/Cyd	40,500.00
HMA, 13A	400.030/Ton @ \$47.00/Ton	18,801.41
Mulch Blanket	5,303.000 Syd @ \$0.85/Syd	4,507.55
Topsoil Surface, Furn, 4 inch	7,000.000 Syd @ \$1.25/Syd	8,750.00
Clearing	1.000 Acre @ \$3,000.00/Acre	<u>3,000.00</u>
Total		<u>\$75,558.96</u>

Reason(s) for Overrun(s):

The amount of earth excavation above the planned rock excavation limits was underestimated during the design phase. Furthermore, springs were encountered that required additional earth material to be removed and stabilized. The earth material was required to be removed and the original item Earth Excavation was increased to build the project per the plans and specifications. Three other original items increased as a direct result of the additional earth excavation work. The items Mulch Blanket; Topsoil Surface, Furn, 4 inch; and Clearing also increased as the earth excavation limits increased from the additional material removal and stabilization.

One of the roadways within the project limits was upgraded to an all season road after project award. Additional HMA, 13A material was placed to properly pave the roadway to be consistent with the new classification.

All work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its April 28, 2005 meeting, and is now recommended for approval by the State Administrative Board on May 3, 2005.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 80%; Houghton County, 20%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid

New Project Identification: This is an existing project already under contract.

Zip Codes: 49930

73. **Overrun 2005 - 25**

Control Section/Job Number:	38101-M60433	MDOT Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the 15% Commission limit for reviewing overruns.	

Contractor: Michigan Paving & Materials Co.
P.O. Box 787
Belleville, MI 48111-0787

Designed By: MDOT
Engineer's Estimate: \$301,274.11

Description of Project:

0.135 mi of hot mix asphalt reconstruction and drainage repairs on I-94 eastbound and westbound at Sandstone Road in Sandstone Township, Jackson County.

Administrative Board Approval Date:	September 7, 2004	
Contract Date:	September 15, 2004	
Original Contract Amount:	\$404,935.00	
Total of Overruns/Changes (Approved to Date):	40,493.00	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	42,760.00	+ 10.56%
THIS REQUEST	<u>22,542.50</u>	+ <u>5.57%</u>
Revised Total	<u>\$510,730.50</u>	+ 26.13%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 20.56% over the original budget for an **Authorized to Date Amount** of \$488,188.00.

Approval of this overrun will place the authorized status of the contract 26.13% or \$105,795.50 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Conc Barrier, Temp, Adjusted	125.000 Ft @ \$6.00/Ft	\$750.00
Conc Barrier, Temp, Furn	125.000 Ft @ \$24.00/Ft	3,000.00
Conc Barrier, Temp, Oper	125.000 Ft @ \$6.00/Ft	750.00
HMA, 4C	195.000 Ton @ \$51.50/Ton	10,042.50
Roadway Grading	4.000 Sta @ \$2,000.00/Sta	<u>8,000.00</u>
Total		<u>\$22,542.50</u>

Reason(s) for Overrun(s):

Additional temporary concrete barrier wall was necessary to place proper and safe barrier transitions per the project specifications. The original bid quantity was not adequate in addressing these transition tapers for motorist safety; therefore, additional temporary concrete barrier quantities were necessary to build the project per the project plans and specifications.

The project traffic control staging resulted in additional HMA, 4C material that was not accounted for in the original bid quantity. The roadway shoulders were repaved after the mainline roadway was lowered by 2 inches. The mainline roadway lowering required additional quantity of HMA, 4C material to build the project per the plans and specifications.

The special provision for roadway grading specifies that the quantity is to be measured at the outside edge for both sides of the roadway. The original bid quantity calculation did not reflect this requirement. Additional Roadway Grading quantity was necessary to build the project per the project plans and specifications.

All work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its April 28, 2005 meeting, and is now recommended for approval by the State Administrative Board on May 3, 2005.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: State Restricted Trunkline, 100%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid

New Project Identification: This is an existing project already under contract.

Zip Codes: 49269

74. **Overrun 2005 – 26**

Control Section/Job Number:	40555-58426A	Local Agency Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the 15% Commission limit for reviewing overruns.	
Contractor:	Rieth-Riley Construction Co., Inc. P.O. Box 477 Goshen, IN 46527	
Designed By:	Local Agency	
Engineer's Estimate:	\$913,431.43	

Description of Project:

4.5 mi of asphalt pavement reconstruction including grading, base crushing and shaping, aggregate base, hot mix asphalt paving, aggregate shoulders, pavement marking, and slope restoration on Plum Valley Road from Rapid City Road easterly to Dundas Road in Clearwater Township, Kalkaska County.

Administrative Board Approval Date:	July 1, 2003	
Contract Date:	July 21, 2003	
Original Contract Amount:	\$868,401.13	
Total of Overruns/Changes (Approved to Date):	86,840.11	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>45,295.36</u>	+ <u>5.22%</u>
Revised Total	<u>\$1,000,536.60</u>	+ 15.22%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$955,241.24.

Approval of this overrun will place the authorized status of the contract 15.22% or \$132,135.47 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Aggregate Base, 6 inch	4,128.280 Syd @ \$3.16/Syd	\$13,045.36
HMA, 13A	1,250.000 Ton @ \$25.80/Ton	<u>32,250.00</u>
Total		<u>\$45,295.36</u>

Reason(s) for Overrun(s):

The original bid quantity for Aggregate Base, 6 inch did not include quantities from two plan sheets. This was an inadvertent omission during the design phase. The additional quantity of aggregate base was necessary to build the project per the plans and specifications.

The project was designed using the local agency programs HMA mixture selection guidelines, which allows a minimum application rate of 1.5 inches for 13A material. As paving progressed, it was difficult to achieve density and the minimum core thickness of 1.25 inches on the first lift over the crushed material surface. After further investigation with the MDOT controlling office, it was agreed to increase the first lift thickness over the crushed material to 2 inches. The 2 inch value is required in MDOT's HMA mixture selection guidelines.

All work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its April 28, 2005 meeting, and is now recommended for approval by the State Administrative Board on May 3, 2005.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

* Denotes a non-standard contract/amendment

Selection: Low bid

New Project Identification: This is an existing project already under contract.

Zip Codes: 49612, 49676

75. **Overrun 2005 - 27**

Control Section/Job Number: 70407-75707A Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Michigan Paving & Materials Co.
P.O. Box 787
Belleville, MI 48111

Designed By: Consultant
Engineer's Estimate: \$658,215.22

Description of Project:

3.0 mi of hot mix asphalt widening and resurfacing with aggregate shoulder and intersection/driveway approach improvements on Lakeshore Avenue from Buchanan Street to Hayes Street in Ottawa County.

Administrative Board Approval Date:	January 20, 2004	
Contract Date:	March 5, 2004	
Original Contract Amount:	\$659,885.05	
Total of Overruns/Changes (Approved to Date):	65,988.51	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	-1,050.04	- 0.16%
THIS REQUEST	<u>26,202.60</u>	+ <u>3.97%</u>
Revised Total	<u>\$751,026.12</u>	+ 13.81%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.84% over the original budget for an **Authorized to Date Amount** of \$724,823.52.

Approval of this overrun will place the authorized status of the contract 13.81% or \$91,141.07 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

HMA, 3C	250.000 Ton @ \$27.63/Ton	\$6,907.50
HMA, 4C	125.000 Ton @ \$27.70/Ton	3,462.50
Shoulder, CI II, LM	800.400 Cyd @ \$19.00/Cyd	15,207.60
Driveway, Nonreinf Conc, 6 inch	25.000 Syd @ \$25.00/Syd	<u>625.00</u>
Total		<u>\$26,202.60</u>

Reason(s) for Overrun(s):

An additional one foot of roadway shoulder width was requested by the Ottawa County Road Commission. The additional asphalt in this one foot strip was not included in the plans. Additional quantities of the original bid items HMA, 3C and HMA, 4C were modified to fund this extra work. A contract modification was processed to add additional quantities of each asphalt item with the new 100% Ottawa County funded category. The modified quantities will be paid at the same contract bid cost but will be 100% funded by the local agency. A second reason for overrun of the asphalt quantities was due to additional material necessary to achieve the proper super elevation as shown in the plans. HMA, 3C was utilized to wedge the asphalt to the proper grade.

The original plan quantity for two pay items was not adequate to build the project per the plans and specifications. The original items, Shoulder, Cl II, LM and Driveway, Nonreinf Conc, 6 inch were underestimated during the design phase.

All work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices with the necessary quantity.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 81.85%; Ottawa County, 18.15% (see above for specific pay item funding)

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

New Project Identification: This is an existing project already under contract.

Selection: Low bid

Zip Codes: 49417

76. **Overrun 2005 - 28**

Control Section/Job Number:	41131-75216A	MDOT Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the 15% Commission limit for reviewing overruns.	
Contractor:	Mark 1 Restoration Co. of MI, Inc. 1091 Victory Drive Howell, MI 48843	
Designed By:	MDOT	
Engineer's Estimate:	\$833,891.67	

Description of Project:

Emergency beam ends repairs, crossframes replacement, partial painting on S15, joint replacement and deck patching on S14 and S15, on US-131 northbound and southbound over Bridge Street in the city of Grand Rapids, Kent County.

Administrative Board Approval Date:	October 21, 2003	
Contract Date:	February 3, 2004	
Original Contract Amount:	\$829,224.72	
Total of Overruns/Changes (Approved to Date):	82,922.47	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	36,866.44	+ 4.45%
THIS REQUEST	<u>61,856.98</u>	+ <u>7.46%</u>
Revised Total	<u>\$1,010,870.61</u>	+ 21.91%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.45% over the original budget for an **Authorized to Date Amount** of \$949,013.63.

Approval of this overrun will place the authorized status of the contract 21.91% or \$181,645.89 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Hand Chipping, Other Than Deck	230.000 Cft @ \$89.74/Cft	\$20,640.20
Patch, Forming	463.000 Sft @ \$64.10/Sft	29,678.30
Patching, Conc, C-L	6.000 Cyd @ \$1,923.08/Cyd	<u>11,538.48</u>
Total		<u>\$61,856.98</u>

Reason(s) for Overrun(s):

The existing substructure at pier 11 was in worse condition than anticipated during the design phase. The original contract quantities were not sufficient to complete the required substructure repairs. Additional quantities of Hand Chipping, Other Than Deck; Patch, Forming; and Patching, Conc, C-L were needed to properly repair the substructure as called for in the project plans and specifications.

All work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its April 28, 2005 meeting, and is now recommended for approval by the State Administrative Board on May 3, 2005.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

* Denotes a non-standard contract/amendment

Cost Reduction: The price has been fixed by contract.

Selection: Low bid

New Project Identification: This is an existing project already under contract.

Zip Codes: 49504

77. **Overrun 2005 - 29**

Control Section/Job Number: 84916-75436A MDOT Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: R. S. Contracting, Inc.
16737 13 Mile Rd.
Fraser, MI 48026

Designed By: MDOT
Engineer's Estimate: \$852,469.70

Description of Project:

Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes in Livingston, Monroe, and Washtenaw Counties.

Administrative Board Approval Date:	February 3, 2004	
Contract Date:	March 2, 2004	
Original Contract Amount:	\$673,986.67	
Total of Overruns/Changes (Approved to Date):	67,398.67	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	450.00	+ 0.07%
THIS REQUEST	<u>79,893.60</u>	+ <u>11.85%</u>
Revised Total	<u>\$821,728.94</u>	+ 21.92%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.07% over the original budget for an **Authorized to Date Amount** of \$741,835.34.

Approval of this overrun will place the authorized status of the contract 21.92% or \$147,742.27 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Pavt Mrkg, Spray Thermopl, 4 inch, White	175,100.000 Ft @ \$0.075/Ft	\$13,132.50
Pavt Mrkg, Spray Thermopl, 4 inch, Yellow	150,100.000 Ft @ \$0.075/Ft	11,257.50
Pavt Mrkg, Spray Thermopl, 6 inch, White	300,006.000 Ft @ \$0.10/Ft	30,000.60
Pavt Mrkg, Spray Thermopl, 6 inch, Yellow	175,010.000 Ft @ \$0.10/Ft	17,501.00
Pavt Mrkg, Spray Thermopl, 12 inch, White	40,010.000 Ft @ \$0.20/Ft	<u>8,002.00</u>
Total		<u>\$79,893.60</u>

Reason(s) for Overrun(s):

The original project quantities included both waterborne paint and sprayable thermoplastic pavement markings. They were called for in different areas of the project. It was determined that sprayable thermoplastic would be used project wide in lieu of the waterborne paint. This was determined because sprayable thermoplastic has a faster cure time, which increases safety to project personnel and the motoring public. The overrun cost for sprayable thermoplastic pavement markings was partially offset by a reduction in the quantities of waterborne paint pavement markings.

All work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its April 28, 2005 meeting, and is now recommended for approval by the State Administrative Board on May 3, 2005.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 100%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid

New Project Identification: This is an existing project already under contract.

Zip Codes: 48105, 48107, 48116, 48118, 48197

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director